REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,359.—New Series. BOMBAY :—MONDAY, SEPTEMBER 9, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
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Ine, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every Nineteen days.

The Steam-ship PUNJAUB, 1,030 Tons, 200 H.P., Commander W. Stabbatt, will be despatched on THURSDAY, the 19th September, 1872, at 4 P.M.

	Sept. 1872.		Sept. 1872.
Leave BOMBAY	19	Leave Tuticorin	27
,, Ratnagherry	20	,, Colombo	28
,, Vingorla	20	,, Galle	29
,, Carwar	21	,, Negapatam	October 2
,, Mangalore	22	,, Madras	,, 4
,, Cannanore	23	,, Coconada	,, 6
,, Tellicherry	23	,, Vizagapatam	,, 7
,, Calicut	24	,, Bimlipatam	,, 7
,, Beypore	24	,, Copaulpore	,, 8
,, Co hin	25	,, False Point	,, 9
,, Alleppy	26	Arrive CALCUTTA	,, 11

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Changing Cargo and Passengers at Bassorah, to and from Baghdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUA. UB, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship INDIA, 1,010 Tons, 200 H.P., Commander R. L. Tyrrell, will be despatched on WEDNESDAY, the 11th September 1872, at noon.

	Sept. 1872.		Oct. 1872.
Leave BOMBAY	11	Leave BUSHEH	2
Arrive Kurrachee	14	Arrive Fao	,,
,, Gwadur	15	,, Bushire	4
,, Muscat	18	,, Linga	11
,, Bunder Abbas	20	,, Bunder Abbas	11
,, Linga	22	,, Muscat	13
,, Bahrein	24	,, Gwadur	14
,, Bushire	24	,, Kurrachee	17
,, Fao	26	,, BOMBAY	21
,, BUSHEH	27		

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every WEDNESDAY, commencing from 20th May 1872.

The Steam-ship ETHIOPIA, 1,139 Tons, 200 H.P., Commander T. Sanderson, will be despatched on WEDNESDAY, the 18th September 1872, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

S.S. HIDALGO, 1,800 TONS.

THIS Fine New Steamer, specially built for the East India Trade, will be DESPATCHED as above about the end of SEPTEMBER.

The accommodation is amidships and well ventilated. The Cabins contain only two or three berths each, so that overcrowding will be avoided. A Surgeon and a Stewardess are carried.

FARES, EXCLUDING WINES, &c.

FIRST CLASS TO LIVERPOOL or SUEZ	Rs. 500 ,, 300

For further particulars apply to

GRINDLAY, GROOM, & Co.

1st August 1872.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Passenger Steamer ORESTE, 1,760 Tons, will be despatched for TRIESTE, via SUEZ CANAL, on or about the 12th October. This Steamer has good accommodation for a considerable number of Passengers.

RATES OF PASSAGE,

(including a liberal Table with Wine and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage).

	Cabin.	Deck with Food.
To Trieste	£40	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 3 years of age, Free ; above 3 and under 10 years, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Jaffa, Alexandria, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Medows Street, 2nd September 1872.

STEAM COMMUNICATION WITH ITALY. (VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and BOMBAY on the 15th on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden	£22	£15	£4
,, Suez	36	22	8
,, Port Said	38	24	9
,, Alexandria	39	25	9-10
,, Messina	50	34	14
,, Naples	54	34	14
,, Leghorn	50	34	14
,, Genoa	50	34	14
,, Marseilles (transhipment at Genoa)	52	35	14-10

Loading Wines. Without Food.

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on TUESDAY, 1st October 1872.

PERSIA, on FRIDAY, 1st November 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

Under Contract with Government.

THE BROACH and GOGO STEAM FERRY will COMMENCE PLYING on and after the 15th September.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	2 0	3 0
Second Class	0 12	1 0	0 8	0 12	0 12
Third Class	0 6	0 8	0 4	0 6	0 9

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M., Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

NOTICE.—CONSIGNEES per S.S. HIDALGO are hereby informed of the arrival of the vessel, and requested to TAKE DELIVERY at once of their respective GOODS.

W. NICOL & Co., Agents.

Bombay, 2nd September 1872.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 13th September, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S.S. SURAT, 2,578 tons, and 500 H.P., Captain E. J. Baker, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 9th September, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S.S. GOLCONDA, (1,909 tons and 400 H.P.), Captain A. Coleman, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 6th September.

GEORGE F. HENRY, Superintendent.

NOTICE.—CONSIGNEES of CARGO per S.S. MILBANKE are hereby informed of the arrival of the vessel.

This steamer having met with damage owing to bad weather on the voyage from Liverpool, which will consequently form a *General Average Claim*, Consignees are required to sign the Average Bond now in circulation, and in forwarding Bills of Lading for our inspection and countersignature to accompany these documents with a declaration of the value of their respective shipments, as well as a deposit on account of General Average, equivalent to 1 per cent. on the value, pending adjustment of the Statement.

W. NICOL & Co., Agents.

Bombay, 3rd September 1872.

SALES BY AUCTION.

SADANUND SHRICRISTNAJEE & CO.

WEEKLY SALE.

On WEDNESDAY, the 11th instant, Messrs. S. SHRICRISTNAJEE and Co. will sell by Public Auction, at their Auction Rooms, the following :—

2	Cases Lappets.
3	,, White Cambrics.
4	Bales Grey T. Cloth.
6	,, Shirtings.
24	Reams Extra Superfine Blue wove Bank Medium, 13 lbs.
20	do. Superfine Large Post, 20 lbs.
20	do. Fine do. do. 23 lbs.
20	do. Superfine Demy, 25 lbs.
6	do. do. Imperial, 72 lbs.
18	do. Azure laid Demy, 23 lbs.
15	do. Superfine laid Medium, 34 lbs.
24	do. Extra Superfine Blue wove Medium, 18 lbs.
72	do. Fine Cream laid Foolscap. 11 lbs.
110	do. Printing Royal, 26 lbs.
19	do. do. Super Royal, 28 lbs.
24	do. Superfine Azure laid Royal, 40 lbs.
60	do. Fine Printing Double Royal, 50 lbs.
10	do. Superfine Azure laid Super Royal, 50 lbs.
4	Case Seed Beads.
2	do. Cornelian do.
1	do. Bijou do.
13	do. Writing Paper of various sizes.
11	Bales Printing Paper Royal, Super Royal, & Double Royal.
7	Cases Seed Beads of various Colours.
10	Casks Black Ink.

SADANUND SHRICRISTNAJEE & Co.

Bombay, 9th September 1872.

NEW ADVERTISEMENTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch an extra Steamer every alternate THURSDAY to Malabar Coast, commencing from 12th September, 1872. The following are the ports at which she will call :—

Leave Bombay	12th Sept.	Leave Alleppy	18th Sept.
,, Ratnagherry	13th ,,	,, Cochin	18th ,,
,, Malwan	13th ,,	,, Beypore	19th ,,
,, Vingorla	13th ,,	,, Calicut	19th ,,
,, Goa	14th ,,	,, Tellicherry	19th ,,
,, Carwar	14th ,,	,, Cannanore	19th ,,
,, Coondapoor	15th ,,	,, Mangalore	20th ,,
,, Mangalore	15th ,,	,, Compta	21st ,,
,, Cannanore	16th ,,	,, Carwar	21st ,,
,, Tellicherry	16th ,,	,, Goa	21st ,,
,, Calicut	16th ,,	,, Vingorla	22nd ,,
,, Beypore	16th ,,	,, Malwan	22nd ,,
,, Cochin	17th ,,	,, Ratnagherry	22nd ,,
,, Alleppy	17th ,,	Arrive Bombay	23rd ,,

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander N. Henderson, will be despatched on THURSDAY, the 12th September 1872, at 4 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

VETERINARY INSTRUMENTS.

Complete Pocket Cases of Instruments, from Rs. 35 to Rs. 50.

Clyster Syringe and Stomach Pump, Complete in Mahogany Case, Rs. 35.

The Champion Horse-Clipper, The most ingenious, simple, and perfect yet produced, Rs. 12.

Drenching Horns ; Firing Irons ; Fleams ; Probes ; Rasps ; Bleeding and Gum Lancets ; &c., &c., &c.

VETERINARY MEDICINES,

prepared with pure Drugs and Chemicals. Blister Ointment ; Mange Wash ; Physic, Condition, and Cordial Balls, &c., &c., &c.

TREACHER & Co. (Limited).

J. NEUBERG,

GENERAL MERCHANT AND COMMISSION AGENT, BOMBAY.

WINES.

PORT WINE, old, full-bodied, by direct importation from Oporto	per doz. Rs. 24
SHERRY, very Dry,—Green Seal, from Butler & Son.	,, 25
Do. Brown, Rich,—Red Seal	,, 27
Do. Extra fine, Dry,—Yellow Seal	,, 30
Do. Prime Quality, by direct importation from Xeres	,, 20

GERMAN WINES.

By H. & G. HIBSCH, of Mayence-on-the-Rhine.

STILL HOCK.

MARCOBRUNNER	per doz. quarts 35
NEROBERGER	,, ,, 35
LIEBFRAUMILCH	,, ,, 32
RAUENTHALER	,, ,, 32
RUDESHEIMER	,, ,, 24
NIERSTEINER	,, ,, 21
BODENHEIMER	,, ,, 18
WALPORZHEIMER (Red)	,, ,, 18
GEISENHEIMER	,, ,, 18
Ditto,	pints 10
RIESLING	quarts 15

CLARET.

By Th. BICHE-LATOUR, of Bordeaux.

MEDOC VIEUX, Breakfast Wine	per doz. quarts 10
Ditto ditto ditto	,, pints 6
PAUILLAC, superior quality	,, quarts 12
Ditto ditto ditto	,, pints 6-8
MARGAUX, a very good Dinner Wine	,, quarts 16
St. JUSTEN do. do.	,, ,, 18
MUSCAT, superfine Dessert Wine	,, pints 16
SAUTERNE, very superior Wine	,, quarts 21

BURGUNDIES,

By J. POIDEVIN PERE, of Beaune.

MONTRACHET, 1862	per doz. quarts 48
POMMARD	,, ,, 24
SAVIGNY	,, ,, 20
BEAUNE	,, ,, 16
CHABLIS	,, ,, 18

CHAMPAGNE.

GRAND VIN DE CABINET, a very superior Dry Wine, by JOHN NEUBERG & Co., Rheims	per doz. quarts 40
Ditto ditto ditto ditto	,, pints 21
SILLERY MOUSSEUX, by Vauban Frères	,, quarts 30
Ditto ditto ditto ditto	,, pints 16

SPARKLING MOSELLE.

NONPAREIL	per doz. quarts 28
Do.	,, pints 15

Th. BICHE-LATOUR'S

CELEBRATED BRANDIES.

COGNAC VIEUX A-1 White Label	per doz. Rs. 24
Do. Do. ,, Green Label	,, ,, 27

Mr. N. has just received another consignment of these celebrated Brandies, which he can confidently recommend as being pure Grape Cognac.

NOTICE.

In order to clear the present Stock of Wines and Brandies, Mr. NEUBERG has much pleasure in offering the following Liberal Discounts,

FOR CASH ONLY.

5	per cent. discount on taking 5 dozen.
10	,, ,, ,, 10 ,,
15	,, ,, ,, 20 ,, or more.

J. NEUBERG.

NEW ADVERTISEMENTS.

BROACH MILLS COMPANY (Limited).—WANTED, a SPINNING MASTER for the Broach Mills.—Apply with Testimonials as to character and ability to the Undersigned.

FORBES & Co., Secretaries and Treasurers.

Bombay, 7th September 1872.

OOMRAWUTTEE PRESS COMPANY (Limited).—NOTICE.—The EXTRAORDINARY MEETING of the SHAREHOLDERS of this Company has been ADJOURNED to WEDNESDAY, the 11th instant, at 2 P.M., no Quorum of Shareholders having been present to-day.

By Order of the Directors,

VOLKART BROTHERS, Secretaries and Treasurers.

No. 5, Rampart Row, Bombay, 7th September 1872.

BHOWNUGGUR PRESS COMPANY (Limited).—NOTICE.—The EXTRAORDINARY MEETING of the SHAREHOLDERS of this Company has been ADJOURNED to WEDNESDAY, the 11th instant, at 2½ P.M., no Quorum of Shareholders having been present to-day.

By Order of the Directors,

VOLKART BROTHERS, Secretaries and Treasurers.

No. 5, Rampart Row, Bombay, 7th September 1872.

TINNEVELLY PRESS COMPANY (Limited).—NOTICE.—The EXTRAORDINARY MEETING of the SHAREHOLDERS of the Company has been ADJOURNED to WEDNESDAY, the 11th instant, at 3 P.M., no Quorum of Shareholders having been present to-day.

By Order of the Directors,

VOLKART BROTHERS, Secretaries and Treasurers.

No. 5, Rampart Row, Bombay, 7th September 1872.

MESSRS. GORDON AND ESSAI,

TRANSIT AND FORWARDING AGENTS, FREIGHT AND PASSAGE BROKERS.

OILMANSTORES & OVERLAND PROVISIONS.

BEER, STOUT, WINES, SPIRITS, &c.

CHEROOTS, CIGARS, AND TOBACCO.

Messrs. GORDON & ESSAI are prepared to execute Orders of every description suitable to the wants and convenience of MESSES, CLUBS, CONTRACTORS, and RESIDENTS in the Mofussil.

HUMMUM STREET, BOMBAY.

IMPORTANT ANNOUNCEMENT.

ASQUITH AND COMPANY,

SHIRT-MAKERS,

HOSIERS, AND GENERAL OUTFITTERS,

22, APOLLO STREET, BOMBAY.

BEG to announce the arrival of new Goods for the present Season.

Owing to the unsettled state of the Home Markets, the Prices we now quote are subject to a rise or fall, in *Material* or *Labour*.

The Goods being specially manufactured for us, will be found thoroughly suited to this climate.

PERFECT FITTING SHIRTS.

NEW AND CHOICE MATERIALS.

	Cash. Rs. a.	Credit. Rs. a.
OXFORD CLOTH—All the new patterns in this favorite material, which is cool, shrinkless, and absorbing	Six for 36 0	42 0
TAFFETA—A material gaining great favour, being moderate in price, extremely soft, and for comfort equal to the wear of the best spun silk	,, for 36 0	42 0
SILK AND WOOL—Neat patterns and thoroughly shrunk	,, for 32 0	38 0
FLANNEL—Do. do. do.	,, for 49 0	56 0
FRENCH PRINTED CAMBRIC, with Collars attached	,, for 28 0	31 8
PRINTED CAMBRIC, with Collars attached. A most useful Shirt	,, for 22 8	25 8
BEST WHITE SHIRTS, fine Linen Fronts and Cuffs	,, for 28 0	31 8
LONG CLOTH SHIRTS, Cambric Fronts and Cuffs	,, for 22 8	25 8
DRESS SHIRTS, embroidered Fronts	From each 7 7	8 8

The above made to measure, or can be had ready for immediate wear

FROM

ASQUITH AND COMPANY,

SHIRT-MAKERS.

LUND'S PATENT JEWELLERY, IVORY AND GOLD,

WARRANTED 14-CARAT.

	Cash. Rs. a.	Credit. Rs. a.
Front Studs	4 0	5 0
Collar Studs	1 8	1 12
	1 12	2 0
	2 12	2 4
Solitaires	4 8	5 8
Links	10 8	12 0
	12 0	14 0

WILL LAST FOR YEARS.

AGENTS :

ASQUITH AND COMPANY.

TAILORING DEPARTMENT,

18 NOW UNDER THE CAREFUL SUPERINTENDENCE OF AN EXPERIENCED CUTTER.

All orders entrusted to us receive great attention. Patte ns and Instructions for self-measurement forwarded on application.

INDIA TWEED—A material manufactured of various mixed colours, very light and strong, and specially adapted to all climates.

	Cash. Rs. a.	Credit. Rs. a.
Double Breasted Coat and Trousers	27 0	31 0
Best Blue Serge do. do.	27 0	31 0
Mixed Angola Suits	from 30 0	34 0
Bedford Cord Riding Breeches or Trousers	per pair 25 0	28 0
Fancy Angola Trousers	from per pair 11 0	12 8
White Mess Jackets	6 for 24 0	29 0
White Drill Trousers	,, ,, 30 0	33 0
Striped do. do.	,, ,, 33 0	37 0
Best Linen Drill do.	per pair 9 0	10 0
Morning Coats	from 28 0	32 0
Dress Suits	,, 75 0	85 0
Super do. do.	lined silk 85 0	95 0

ASQUITH AND COMPANY.

HAT DEPARTMENT.

All the newest shapes just landed per P. & O. Steamship GOLCONDA.

	Cash. Rs. a.	Credit. Rs. a.
Lincoln and Bennett's celebrated Black Dress Hats	14 0	16 0
,, ,, ,, Drab Shells	11 8	13 0
Ellwood and Sons' extra quality Black Dress Hats	12 8	14 0
Best Drab Shells	8 8	10 0

SMALL BLACK FELT HATS FOR EVENING WEAR.

The Athol, Tavistock, Beaufort, Napier, Blenheim, Isis, Worthing, Stafford, &c. ... each 7 0 8 0

HELMETS.

		Cash. Rs. a.	Credit. Rs. a.
ASQUITH & Co.'s celebrated White Cork and Fen Hunting Helmets, wide brim	each	13 8	15 0
The Regulation Wide Helmet	,,	14 8	16 0
,, ,, extra quality	,,	16 0	18 0
Drab Hunting Helmets	,,	8 8	10 0
Tweed Hats and Caps in great variety	from	3 8	4 0
Boating and Cricketing Caps	,,	3 8	4 0

ASQUITH AND COMPANY.

OVERLAND TRUNKS, PORTMANTEAUS, &c.

	Inches.	Cash. Rs. a.	Credit. Rs. a.
GENT'S OVERLAND TRUNKS.—Best Japanned canvas, with sheet brass locks and correct chain height	27	23 0	26 0
	33	25 0	28 0
	36	28 0	32 0
	38	31 0	34 0
SOLID LEATHER PORTMANTEAUS.—Best cow hide and strongest made cop rivetted, with turn over edges, brass lever locks, and best straps round	24	52 0	58 0
	26	58 0	64 0
CASH OR COURIER BAGS.—Morocco leather, spring lock and shot dee strap passing under the bag		6 12	7 12
		7 12	8 12
CANVAS COURIER BAGS.—Lined red Morocco		9 8	10 0
		10 8	12 8
THE "GLADSTONE" BAG.—Best morocco wide opening, and double spring locks		24 0	27 0
		27 0	31 0
		30 0	34 0
		32 0	36 0
RUGS.—Alpaca and Llama, made extra long in neat patterns		12 8	14 0
		16 8	18 0
		17 8	19 8
		16 8	18 8
MAUDS.—Real Scotch		18 0	20 0
RUG STRAPS.—With connecting handle		2 0	2 4
TRAVELLING PILLOWS		1 12	2 0
		2 0	2 4

ASQUITH AND COMPANY.

HOSIERY.

GENT'S COTTON AND MERINO SOCKS.

	Cash. Rs. a.	Credit. Rs. a.
Fine Frown Cotton—very strong per doz.	9 8	10 8
Super ,, ,, ,, ,,	11 8	13 0
Fancy Striped Socks ,, ,, ,, ,,	12 8	14 0
Fine ,, ,, ,, ,,	16 8	18 0
Superfine ,, ,, ,, ,,	18 0	20 0
Real Balbriggan ,, ,, ,, ,,	26 0	29 0
Plain Merino Socks, very soft	15 8	17 8
Fine Striped ,, ,, ,, ,,	18 0	20 0
Superfine ,, ,, ,, ,,	21 0	24 0
Do. do. do. do.	22 8	25 8

KNICKERBOCKERS FOR SPORTSMEN.

Ribbed Merino—Specially made for India, per pair	4 12 / 5 12
,, ,, ,, ,,	5 12 / 6 12
Cotton Bathing Drawers	2 0 / 2 4

GENT'S BANIANS.

		Cash. Rs. a.	Credit. Rs. a.
Fine Gauze Merino	Six for	19 0	21 0
Real Indian Gauze	,,	30 0	35 0
Stout Grey for Travellers, &c.	each	5 8	6 8
,, ,, ,,	Six for	31 0	36 0

GENT'S DRAWERS.

Fine Brown Cotton	Six for	26 0	29 0
Fine White M. rino	,,	44 0	44 0
Stout Grey do. for Travellers, &c.	,,	31 0	36 0

ASQUITH AND COMPANY.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

LAST SIX NIGHTS OF

LEWIS'S

DRAMATIC AND BURLESQUE COMPANY.

DIRECTRESS ..... Mrs. G. B. W. LEWIS.

THIS EVENING, MONDAY, SEPT. 9, 1872.

In consequence of the immense success of DION BOUCICAULT ESQUIRE'S famous production of the GREAT AMERICAN DRAMA of "THE OCTOROON," Mr. LEWIS has much pleasure to announce, FOR THE LAST TIME, the truly characteristic

SENSATIONAL "IRISH" DOMESTIC DRAMA,

THE COLLEEN BAWN,

OR

THE BRIDES OF GARRYOWEN,

FOUNDED ON GERALD GRIFFIN'S IRISH STORY, "THE COLLEGIANS."

TUESDAY, SEPTEMBER 10,

SCHOOL.

PRICES OF ADMISSION.

Dress Circle	Rs. 5	Gallery	Rs. 2
Stalls	,, 3		

Doors open at 8-15 ; Performance to commence at 9.

Tickets may be had and places secured at SOUNDY, BRESLAUER & Co., where a plan of the Theatre can be seen.

Smoking strictly prohibited in all parts of the Theatre.

CHARLES NORMAN POCHIN, deceased.

STATUTORY NOTICE TO CREDITORS.—Pursuant to the 29th Section of the Act commonly known as the 22nd and 23rd Victoria, Chapter 35, intituled "An Act further to amend the Law of Property and to relieve Trustees," NOTICE is hereby given, that all CREDITORS and other PERSONS having any CLAIMS or DEMANDS upon or against the ESTATE of CHARLES NORMAN POCHIN, late of Salem, in the Presidency of Madras, in the East Indies, Civil Servant, Collector and Magistrate of Salem, aforesaid, Esquire, who died at Salem, aforesaid, on the 28th day of August 187 , and whose Will was duly proved by ANNA POCHIN, of Landon Lodge, Caston, near Bristol, in the County of Somerset, Widow and Relict of the said deceased, and the Reverend EDWARD NORMAN POCHIN, of SILEBY, in the County of Leicester, Clerk, the Brother of the said deceased, in Her Majesty's Court of Probate in England (Principal Registry), on the 8th day of September 1871, and to whom personal Estate and Effects within the jurisdiction of the Court were hereinafter mentioned, Letters of Administration, with Will annexed, of the said Charles Norman Pochin, deceased, were, on the 24th day of October 1870, duly granted by the High Court of Judicature at Madras to the Administrator-General of Madras, in the East Indies, and to whose personal Estate and Effects, within the jurisdiction of the High Court at Bombay, Letters of Administration, with Will annexed, of the said Charles Norman Pochin, deceased, were duly granted by the said High Court of Judicature at Bombay on the 17th day of January 1872, are hereby required to send in writing, the particulars of their Claims or Demands to the Undersigned, Messrs. LAWFORD and WATERHOUSE, of 20, Austin Friars, in the City of London, the Solicitors of the said Anna Pochin and Edward Norman Pochin, on or before the 1st day of January 1873 ; and NOTICE is hereby also given, that after the expiration of the last mentioned day the said Anna Pochin and Edward Norman Pochin will be at liberty to distribute the Assets of the said Charles Norman Pochin or any part thereof among the parties entitled thereto, having regard to the Claims of which the said Anna Pochin and Edward Norman Pochin have then had notice, and that the said Anna Pochin and Edward Norman Pochin will not be liable for the Assets or any part thereof so distributed to any person, of whose Claims the said Anna Pochin and Edward Norman Pochin have not had Notice at the time of such distribution.—Dated this 16th day of August 1872.

LAWFORD AND WATERHOUSE, Solicitors for the said Anna Pochin and Edward Norman Pochin.

D. S. KEMP & CO.'S

HOUSEHOLD CLARET.

Recent accurate analyses of this Wine have proved it to be one of the purest in the Bombay market.

[See *Bombay Gazette* of the 5th September.]

The Wines associated with it in the order of quality and purity are—One superior at Rs. 30 per dozen, and two inferior at Rs. 26 and Rs. 18 per dozen respectively. This gratifying result shows that D. S. & K. & Co.'s efforts to place a pure, wholesome, and cheap Wine within the reach of all have been perfectly successful.

Per dozen Quarts—Rs. 9 ; Pints—Rs. 5.

AROMATIC DISTILLATE, per Bottle Rs. 1-8.

D. S. KEMP & Co.

WANTED, IMMEDIATELY, TWO SUB-OVERSEERS, of the First Grade. Roorkee College Certificates required.

O'BRIEN & Co., Builders & Contractors, P. W. D.

Rajpootana, Nusseerabad, the 3rd September 1872.

COOPER & Co.,

MEADOW STREET, FORT, BOMBAY.

Black on the Functional Diseases of the Urinary Organs	Rs. 6 12
Life and Labours of Dr. Brassey ; by Arthur Helps	,, 8 12
Barrington ; by Charles Lever	,, 3 12
Catharine, and Lovel the Widower ; by W. M. Thackeray	,, 3 4
That Boy of Norcotte ; by Charles Lever	,, 3 4
Round the Grange Farm ; by Jean L. Wagson	,, 3 12
The Claverings ; by Trollope	,, 1 12
In that State of Life ; by Hamilton Aide	,, 1 4
Daughter of Heth ; by William Black	,, 3 12
Lord Kilgobbin ; by Charles Lever	,, 3 4
Ought We to Visit Her ? by Mrs. Edwards	,, 3 12
The Engl.sh Government and Constitution ; by Earl Russel.	,, 3 12
Kitty ; by M. Betham-Edwards	,, 2 4
Iowa Gendemy ; by C. Kingsley	,, 3 4
Prou le's Short Studies on Great Subjects. Vols. II.	,, 7 8
Christie Johnstone ; by Charles Reade	,, 3 4
My Health ; by F. C. Burnand	,, 1 12
Digby Grand ; by Whyte Melville	,, 1 12
The Prey of the Gods ; by Marryat	,, 1 4
The Season Ticket ; by Sam Slick	,, 1 4
The Girls of Feversham ; by Marryat	,, 1 4
Petrarch ; by Marryat	,, 1 4
The Two Cousins ; by the "Author of the Sutherlands"	,, 1 4
Digby Grand ; by Whyte Melville	,, 1 4
War ; by M. E. Edgeworth-Ghalmers	,, 0 10

☞ Newspaper and Periodical Lists on application.

* A liberal discount for Cash.

THACKER, VINING, AND CO.

NEW BOOKS.

Bradshaw's Continental Railway Guide, August	Rs. 2 4
Help's Thoughts on

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

SATURDAY AFTERNOON.

THE Share market was closed on account of the Hindoo Holiday. No change in rates.

CALCUTTA.—4TH SEPTEMBER.

The following transactions were reported :—

In Government Securities—

4 per cents. at Rs. 101-10, and small sums, at Rs. 101-12 to 101-14.

4½ per cents. of 1870 at Rs. 106-15 to 106-12.

4½ per cents. of 1872 at Rs. 104-2.

5½ per cents. at Rs. 112, and small sums at Rs. 112-4.

In shares—

Bank of Bengal shares at Rs. 1,410, and one share for Rs. 1,415.

National Bank shares were in great demand, in consequence of the telegraphic news that the profits of the last half-year amounted to £42,011, and that a dividend, at the rate of 3 per cent. per annum will be declared next week, at the meeting to be held in London. Purchases commenced at Rs. 110, and soon sent up to 111 and 112. It is said that upward of 400 shares were bought up at the latter price.

Bank of Upper India shares at Rs. 124.

SHIPPING.

DAILY FREIGHT REPORT.—7TH SEPTEMBER.

London ..	Cotton, Cases, Seeds	No ship.
Liverpool	Iron Ships Cotton	£2 2s. 0d. to £2 5s. 0d.
	Wooden Ships ,, ...	£2 0s. 0d. to £2 2s. 0d.
	Myrabolns & Coir bills	£5 17s. 6d.
	Seeds	£1 10s. 0d.
Havre ...	Cotton, Coffee	No ship.
Overland...Steamers		£2 10s. 0d.
Liverpool via Suez Canal		£2 5s. 0d.
China ..	Steamer Cotton	Rs. 8 per bale.
	,, Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4½ per bale nominal
Calcutta ...Salt		Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 16 to 17 and Calcutta Port charges.
Mauritius		Nothing doing.

ARRIVAL.

Sept.	Vessel.	Commander.	From
8	Baroda (s).....	Rennoldson ...	Sydney, Aug. 11.

The following vessels were entered out for loading on Saturday last :—

Steamer Surat, to Aden and Suez.

Steamer India, to Persian Gulf via Kurrachee.

DAILY IMPORTS.—7TH SEPTEMBER.

FROM LIVERPOOL.

European (s), 2 cases hardware, Tajbhoy Allibhoy ; 10 hogsheads beer, Grendon, Tippet & Co.

FROM LONDON.

Hidalgo (s), 18 bales paper, Robert Knight & Co. ; 20 packages paper, H. Sulliman Acoob Sons & Co. ; 28 bales paper, The B. E. S. Press ; 10 kegs corks, Shapoorjee Rustomjee ; 54 packages iron wire, and 10 packages hardware, Tyebjee Adamjee ; 50 cases sherry, Hutchisons, Dods & Co. ; 21 cases oilmanstores and 2 cases perfumery, Hajee Esmail Fazul ; 2 cases harness, Sir J. J., Bufonet, 20 cases corks, D. S. Kemp & Co. ; 22 casks zinc, and 10 casks hardware, Khimjee Jewa ; 62 casks ale, Cutler Palmer & Co. ; 12 cases sherry and 95 casks beer, Meswnjee Cooverjee & Co.

Balkamah, 11 cases oilman stores, Ahlridge Salmon & Co.

Valkyrien, 9 hogsheads and 10 kilderkins ale, Noonan & Co. ; 9 packages hardware, Tyebjee Adamjee.

Walamo (s), 7 cases gin, Cutler Palmer & Co. ; 82 cases brandy, Sir Charles Forbes & Co.

Xantho (s), 6 cases brandy, Payne & Co.

White Adder, 20 cases champagne, Payne & Co.

Khorasan, 79 cases sherry, Cutler, Palmer & Co.

FROM BORDEAUX.

Esperance, 2 hogsheads claret, Nowrojee Ardaser & Sons.

DAILY EXPORTS.—7TH SEPTEMBER.

FOR LIVERPOOL.

Exzine, 55 bales cotton, Govindjee Canjee ; 250 bales cotton, Remington & Co. ; 50 boxes gum, Jewan Ghella.

Celia (s), 100 bales cotton, Cowerjee Mowjee & Co. ; 109 bales cotton, Runchordass Motichund ; 35 bales cotton, Cowasjee Dhunjeebhoy ; 150 bales cotton, Nesservanjee Manockjee & Co. ; 100 bales cotton, Cowasjee Ludha.

Sphinx (s), 25 bundles hides, S. Tyebjee & Co. ; 100 bales cotton, Manock Haruckchund ; 222 bags linseed, Damodhur Ookerda ; 62 bales cotton, Chimandass Mahadowdass.

Surat (s), 37 bales wool. Jewrajbhoy Lalljee ; 100 bales cotton, Goolam Hoosen Fazulbhoy & Co.

FOR LONDON.

Surat (s), 25 bales wool, Goolam Hoosen Fazulbhoy & Co. ; 44 bundles horns, and 57 bundles hides, Hasson Noormahomed ; 124 bundles horns, Nanseebhoy Ganjee.

FOR TRIESTE.

Surat (s), 50 bundles skins, Volkart Brothers.

Sphinx (s), 20 bundles skins, S. Tyebjee & Co. ; 57 bundles coffee, Volkart Brothers ; 25 bales hides, Finley Scott & Co. ; 26 bundles hides, G. Sigg & Co.

FOR HAVRE.

Surat (s), 25 bundles hides, S. Tyebjee & Co.

FOR CONSTANTINOPLE.

Sphinx (s), 14 cases cassia, Essack Salloon.

FOR ANCONA.

Surat (s), 24 bales hides, Volkart Brothers.

FOR HONGKONG.

Golconda (s), 50 bales white twist, Rahimbhoy Alladinbhoy ; 31 bales white twist, Jairazbhoy Peerbhoy ; 1 box silver dollars, Hajee Adom Esmail & Co. ; 2 bundles E. teeth, S. N. Talatee ; 5 chests M. opium, Tarachund Sitaram ; 4 chests M. opium, Rampurtap Calooram ; 2 chests M. opium, Tarachund Gunshamdass ; 7 chests M. opium, Rowgoonth Jugnath ; 2 chests M. opium, Hajeremul Nursinghdass ; 4 chests M. opium, Golabroy Coojlall ; 6 chests M. opium, Cursetjee Bomanjee & Co. ; 1 box silver coin, Hajee Essac Ellias ; 1 box silver dollars, H. Abdoola Noor Momed ; 1 box silver coins, Ebram Nordin & Co. ; 75 chests M. opium, David Sassoon & Co. ; 75 chests M. opium, E. D. Sassoon ; 40 chests M opium, Ruttonjee Eduljee ; 20 chests M. opium, Ramdass Khimjee.

FOR SHANGHAI.

Golconda (s), 28 chests M. opium, Tarachund Setaram, 6 chests M. opium, Ragoonath Jugnath ; 19 chests M. opium, Dinshaw Dadabhoy Ghandy & Co. ; 5 chests M. opium, Cursetjee Bomanjee & Co. ; 1 box silver coins, Ebram Noordin & Co. ; 73 chests M. opium, Ruttonjee Eduljee.

SALES AND PURCHASES.

PIECE GOODS.—Owing to the recent improvement in the Liverpool Cotton Market, the Market here has become little excited, but in prices we have no change to report. The holders of Grey Goods have in consequence been quite unwilling to effect sales at anything below our closing quotations, and the difficulty hitherto felt in selling 8¼ lbs. in quantity at Rs. 5-9 per piece appears to have been entirely removed ; for we hear that on Friday last a big English firm sold off about 125 bales 8¼ lbs. with much more ease than it could have been the case four days ago. But in the bazaar there has been no remarkable change, nor do we expect any until the new crops be gathered in October, although the business doing in the meantime will be on a much larger scale than we have had to report for some months back.

The following are our closing quotations :—

Grey Shirtings	40 inch	39 yds.	6 lbs.	Rs. 4	6	0 to Rs.	4	6
,,	,,	40	,,	39	,,	7 lbs.	,,	4	14	0 to ,,	4	15	0
,,	,,	40	,,	39	,,	8½ lbs.	,,	5	9	3 to ,,	5	10	0
,,	,,	45	,,	39	,,	8 lbs.	,,	5	10	0 to ,,	3	11	0
,,	,,	45	,,	39	,,	9 lbs.	,,	6	8	0 to ,,	6	10	0
,,	,,	40	,,	39	,,	10 lbs.	,,	7	2	0 to ,,	7	3	0
,, Printers		28	,,	30	,,	3 lbs.	,,	2	6	6 to ,,	2	7	0
,,Madapolams		32	,,	24	,,	2½ lbs.	,,	1	13	6 to ,,	1	14	0
,,	,,	32	,,	24	,,	3 lbs.	,,	2	3	6 to ,,	2	4	0
,, Cambrics		50	,,	24	,,	3½ lbs.	,,	3	12	0 to ,,	3	13	0
,, Jaconnets		40	,,	20	,,	2½ lbs.	,,	1	15	0 to ,,	1	15	3
,,	,,	45	,,	20	,,	2½ lbs.	,,	2	2	6 to ,,	2	3	0
,,	,,	45	,,	20	,,	2½ lbs.	,,	2	7	0 to ,,	2	7	6

The following sales are reported to have been made by European firms on the 7th instant :—

PIECE GOODS.

1,500 pieces	Grey Shirtings	40 inch	39 yds.	8¼ lbs.	Rs.	5 10
1,000 ,,	,,	,,	40 ,,	39 ,,	8¼ lbs.	,, 5 10
500 ,,	White Cambrics	40	,,	12 ,,		,, 1 15
400 ,,	,,	,,	40 ,,	12 ,,		,, 2 2
400 ,,	,,	,,	40 ,,	12 ,,		,, 2 5
400 ,,	,,	,,	40 ,,	12 ,,		,, 2 8
400 ,,	,,	,,	40 ,,	12 ,,		,, 2 11
600 ,,	,,	,,	45 ,,	12 ,,		,, 2 3
100 ,,	,,	,,	40 ,,	12 ,,		,, 2 6
600 ,,	,,	,,	40 ,,	12 ,,		,, 2 9
600 ,,	,,	,,	40 ,,	12 ,,		,, 2 12
600 ,,	,,	,,	40 ,,	12 ,,		,, 2 15
900 pairs	Grey Dhoties		45 ,,	10 ,,		,, 1 11
60,000 lbs.	,,	Goods			per lb.	As. 8¾

COTTON.

50 candies	New Vingorla, readyRs.	211
50 ,,	,, Oomrawuttee, for Feb. delivery ,,	233

YARNS.

4,200 lbs.	Mule No. 40 ..... per lb.	As. 11½
12,000 lbs.	Water ,, 30 ..... ,,	,, 11¾
9,000 lbs.	,, ,, 30 ..... ,,	,, 11½

MILITARY.

ARRIVALS.—SEPTEMBER 7.

Watson, Lieutenant, Adjutant H. M.'s 17th Regiment N. I., on leave, from Dhoolia.

Ludlow, Captain, Madras Staff, from leave, from England.

Sparks, Sub-Lieutenant, H. M.'s 103th Regiment, on sick leave, from Deesa.

Erskine, Sergeant, 24th Madras Regiment, from leave, from Cashmere.

Crawford, Major, 24th Madras Regiment, from leave, from Cashmere.

DEPARTURE.—SEPTEMBER 7.

Smith, Major, 26th Punjaub Infantry, to join, to Peshawur.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant-General's Office, Head Quarters,

Poona, 4th September, 1872.

The C. in-C. is pleased to make the following appointment :—

2nd Grenadiers N. I.—Major C. M. Ducat, S. C., to officiate as Wing Officer.

Lt. Col. T. D. Ker, Inf., will at the opening of the season resume the command of the Khundwa Rest House, and will travel on duty at the public expense.

The undermentioned officers have leave of absence :—

56th Foot.—Col. G. W. Bury, to Bombay, from 5th Sept. to 4th Oct. 1872, on medical certificate to Europe.

Lt. A. R. Ford, to England, from date of embarkation, for 6 months, on private affairs.

66th Foot.—Lt. T. Harris, to Bombay, from 1st Sept. to 14th Oct. 1872, to study the language.

103th Foot.—Sub-Lt. H. J. B. Sparks, to Bombay, from date of departure, for 30 days, on medical certificate, preparatory to obtaining a final certificate to Europe.

83rd Foot.—Capt. C. L. Smith, for 30 days, from date of departure, to Bombay, on medical certificate, preparatory to obtaining a final certificate to Europe.

NORTH-WESTERN PROVINCES ORDERS.

(*Government Gazette, N. W. Provinces*, Sept 7.)

The services of Mr. G. Carpenter, Asct. 1st grade, attached to the Office of the Controller of Provincial P. W. A., N. W. P., are dispensed with, with effect from the 7th instant.

Mr. C. Haupt is appointed a temporary Supervisor, 1st grade, and posted to the Agra Sub-Division of the Agra Provincial Division, which he joined on the forenoon of the 5th instant.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*)	Rs.	42	0	0
Half Year	ditto ..... ,,	24	0	0
Three Months	ditto ..... ,,	14	0	0
One Month	ditto ..... ,,	5	0	0
One Week	ditto ..... ,,	1	8	0

The above rates are for subscriptions paid *in advance*.

'BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.

Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10 0 0
Per Copy	,,	0 4 0

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

BELL—September 2nd, at St. Thomé, Madras, the wife of Mr. H. R. Bell, of a daughter.

HOGGE—September 2nd, at Moan Meer, the wife of Lieutenant C. S. Hogge, 24th P. N. I., of a son, still-born.

CAMPBELL—September 1st, at Jumalpore, the wife of Mr. D. W. Campbell, prematurely, of a daughter, still-born.

CLEMENT—August 30th, at Calcutta, the wife of Mr. W Clement, chief engineer, steamer Sultan, of a son.

JOEN—August 20th, at 40, Cantonments, Agra, the wife of N. A. John, Esq., Merchant, of a son.

LEIGHTON—August 31st, at Lahore, the wife of Henry Forester Leighton, Esq., barrister-at-law, of a son.

LEMARCHAND—September 3rd, at Anarkullee, Lahore, the wife of Walter J. Lemarch nd, Esq., Punjab Police, of a daughter.

LUDLAM—September 2nd, at "Yates Place," Simla, the wife of Mr. G. W. Ludlam, of a son.

DEATHS.

BLAKE—August 26th, at Rawul Pindee, of diphtheria, Martha Grace, aged 7 years and 7 months ; and on the 30th August, Amy Sophia, aged 4 years, the dearly beloved daughters of Elias and George Blake.

MITCHELL—September 1st, at 42, Pack Street, Calcutta, of convulsions, Margaret Elizabeth, the infant daughter of Mr. and Mrs. Robert Mitchell, aged 2 months and 18 days.

WINGATE—September 3rd, at Meerut, of diarrhœa, after 3 weeks' illness, Florence Ethel Fenton, the dearly beloved child of Captain and Mrs. Wingate, aged 3 years and 4½ months.

The Bombay Gazette.

MONDAY, SEPTEMBER 9, 1872.

IT appears, from the conclusion of Mr. Stanley's paper read at Brighton before the British Association, that Dr. Livingstone "wants no "companion now" and "requires no more stores." It can easily be understood that after all he has gone through alone in investigating the lake country of Central Africa, the great traveller does not want any one to be with him when he visits what he believes are the fountains of Herodotus and the primary source of the Nile. The love of fame, as we know, is an infirmity even of noble minds, and if scorning delights and living laborious days be any proof of sacrifice, whether to the love of fame or to some higher motive, Dr. Livingstone may well be regarded as having sacrificed himself almost without measure. But from inconsistencies in his letters which have already been pointed out, we do not think that he is at all insensible to the glory of his enterprise, and everyone may sympathise with him in his desire to finish his great achievement alone as he has already alone accomplished the greater part of it. We doubt, however, whether this should be allowed to be any obstacle in the way of an expedition being sent to his support. If the stores Mr. Stanley despatched from the coast have reached him, and if all goes on pretty well with him, he may have completed his task by the time an expedition could be organised and could reach Tanganyika, and he will be greatly the better of its assistance if he desires to return by the East Coast. On the other hand, if, as quite likely enough, the stores and men despatched by Mr. Stanley should never reach Livingstone, or if any untoward circumstances should overtake him, the Doctor might be dependent for his safety on a supporting expedition. It is, indeed, extremely probable that he may desire to come out by the Nile valley, or indeed, such an idomitable old hero is he, he may take it into his head to make for the West Coast, and so accomplish also the only great feat of explorative travel which remains to be achieved in Africa. In either of these cases an expedition might search for him in vain ; but, considering the very great difficulties he is likely to meet with in both of these directions and the very little progress Baker's expedition has made up the Nile, the chances are that he will have to return by the East Coast, and that all the supplies he has now received, even supposing he has received them, will probably be exhausted. Is it at all likely that the slave-traders will assist him to the coast, or is it not rather certain that they will throw obstacles in his way and even try to compass his death? Notwithstanding what Dr. Livingstone has said about wishing to finish his work alone, the reasons for sending an expedition in his support are as strong as ever And though young gentlemen of the Royal Navy can hardly expect their services to be employed on such an expedition when the *fiasco* made by Lieutenants Dawson and Henn is so fresh in the minds of the public, yet officers of the old Indian Navy would certainly have special claims to be employed on such an expedition. Officers of the Royal Navy are unsurpassed in courage and are splendidly trained for the special purposes which they have to fulfil, but their training now-a-days is not calculated to fit them particularly for explorative travel. Forty years ago an officer of that navy, Captain Cochrane, walked from Ostend through Europe and Siberia right on to the extreme end of Asia, and published two rather interesting volumes giving an account of his peregrinations ; but he was rather an eccentric character, and naval officers have not done much in the way of exploration except in the North Sea, in the Antarctic circle and on such adventures as the Niger Expedition, in all of which cases their feet were upon their native oak. The Indian Navy, on the other hand, had a great deal of training which specially suited its officers for exploration ; and we need only mention Lieutenant Wood's discovery of the source of the Oxus, and Lieutenant Wellsted's travels in Arabia and in Turkish Arabia as fine instances of the use to which that training was put.

WE propose, at present, to notice that advertisement to which allusion was made in our previous article on the spinning and weaving industry of Bombay. This advertisement gives notice of a meeting of the shareholders of the Royal Spinning and Weaving Company to be held on Tuesday, the 17th of September next, and the meeting is convened "in accordance with the "requisition in writing of upwards of thirty "shareholders of the company" and is duly endorsed "by order of the Board of Directors." All this form of procedure we know to be according to law. But the advertisement gives notice that it is to be an "extraordinary general meeting," and we can scarcely call to mind a single instance in which the word "extraordinary" was more faithfully applied. Looking at the notice of the business that is to be transacted at the meeting we are forced to exclaim, *extraordinary, very!* A gentleman who already appears in the triple capacity of Secretary, Treasurer, and Agent of the Company, is about to be invested with such an amount of undivided authority and power over the affairs of the company as to render it more than doubtful whether any living man could be found who would worthily sustain the unbounded confidence which the thirty requisitionists think may be safely reposed in him. The affairs over which this gentleman is to exercise the most complete control are the affairs of a spinning and weaving mill, a purely mechanical industry, involving a close and complete acquaintance with mechanics, elementary chemistry, and the art of spinning and weaving in all its details. But before we proceed further with our remarks we must quote from the resolutions that are to be submitted to the meeting some of the powers that are to be conferred upon the new *factotum*. And we must first point out that the Royal is a Spinning and Weaving Company working with a paid-up capital of fifteen lacs of rupees, in 600 shares of Rs. 2,500 each, and that according to bazaar rumour more than half the shares are at present held in the name of Mr. Nursey Kessowjee, the candidate for the permanent post of commander-in-chief of the company.

The first resolution begins by securing to Mr. Nursey Kessowjee the post of "Secretary, "Treasurer, and Agent of the Company for the "purpose of carrying on the business of the "company during the term of his natural life." This is very good, and the shareholders who can see so far into futurity as is embraced in the period of the natural life of a very young man are not to be classed with Samuel Weller, junior, of Pickwick notoriety, whose vision was completely obstructed by an inch plank. After the life appointment of Mr. Nursey Kessowjee comes a detailed description of the perquisites of his office. He is to receive "a commission of "(only) one-half anna on every pound of "cotton yarn manufactured and sold by the "company equal or superior in quality to "thirties, and a commission of one quarter of "an anna (only) on every pound of cotton "yarn manufactured and sold by the company "inferior in quality to thirties, and a commis "sion of one-quarter of an anna (only) per lb. "on all cloth manufactured and sold by the "company." These perquisites and rewards appear to be offered for the performance of duties which properly belong, and as the joint stock law intended they should belong, to a board of qualified directors and a still more qualified general manager. Further on, the trusting shareholders contemplate the possible dissolution and winding up of the company, and, with such a resolution before us, such a contingency seems quite possible ; they therefore will not permit Mr. Nursey Kessowjee to be thrown dependent and distressed upon an unfeeling world and thus express their sympathy : "In the event of the company being wound up "during the life-time of the said Nursey Kes"sowjee, he, the said Nursey Kessowjee, shall "be entitled to receive and shall receive from "the said company or the liquidators thereof, "as compensation for the loss of his said ap"pointment" (which was neither inherited nor purchased), "such a sum of money as will" (enable him to start another mill conducted on the same or higher principles, are words that appear to have been omitted) "be the then pre"sent value of an annuity for his life of an amount "equal to the annual amount earned by him as "commission as aforesaid on an average of the "three years next preceding the winding up of the "company, if the company shall have so long "existed, and if not, on an average of the period "during which the company shall have existed, "which sum is to be ascertained by two actuaries, "one to be named by the said company or the "liquidators thereof, and the other by the said "Nursey Kessowjee, or if they differ, by an "umpire to be named by them." A lucrative and permanent post if the company survives will be one of the advantages of the new appointment, and if there should be a winding-up, a thing which the resolution contemplates may occur in less than three years from the present time, then the ex-Agent, Secretary, and Treasurer will go out of office with a heavy bonus in his purse There is nothing in this resolution to fix prudential responsibility upon the company's factotum. The company may be wound up, and may be wound up in less than three years, and various causes may lead to this result. There may be defective machinery, low wages for employés, high prices out of doors, bad temper, and fifty other things that may help to bring about a winding-up, and all these may be the result of incompetent management. In such a contingency the shareholders are contemplating shutting themselves off from redress, nay they bind themselves to pay for bad management. There may be no bad management ; there may be good dividends, and the mill machinery may become less shaky than it now is ; we hope the mill will achieve success, but we cannot shut our eyes to the fact that while Mr. Nursey Kessowjee is provided with a wide door within which he may walk and find pasture, the shareholders have not a cranny of escape left to them, but on the contrary are prepared to bind themselves hand and foot as men never were bound before. The bonds of matrimony and the bonds of shareholders in the Royal Mill are not even forged with the same iron ; from the former there may be some escape, but none from the latter.

Come we now to the second resolution that is to be submitted to the meeting, and for the sake of distinction the first resolution may be called the resolution of money, and the second the resolution of power : the first is a resolution of finance, the second the resolution of control. By this second resolution the directors are to be denied the power of fixing the amount of salaries and allowances to be paid to persons in the employ of the company and also denied the power of appointing and discharging servants of the company, and the articles of association which define these powers are to be altered to suit the new regime. The directors are to be rendered powerless and to have their teeth drawn Under this arrangement we are tempted to inquire what the directors of the company are to direct? except it be the closing of their eyes and mouths and the tying of their hands. Having expunged from the articles of association the clauses that previously enabled directors to look after the interests of shareholders the resolution proceeds (most seriously and without a smile) to say, "The Secretary, Treasurer, and "Agent shall have full power and authority to "enter into such contracts and agreements as "he may think proper for the purposes of the "company, and to appoint and employ in or for "the purposes of the transactions and manage"ment of the affairs and business of the company, "or otherwise for the purposes thereof, and from "time to time remove or suspend such managers, "bankers" (remove and suspend bankers?) "solicitors" (what! cover with mud your best friends?) "engineers, clerks, brokers, and "other officers as he shall think proper, with "such powers and duties and upon such terms "as to duration of office, remuneration, or "otherwise, as he shall think fit ; and generally "to appoint and employ any persons in the ser"vice or for the purposes of the company "as he shall think fit upon such terms and "conditions as he shall think proper, and also "with the approval of the directors in that "behalf previously obtained by him, to "nominate a person or persons to" (keep the nest warm) "act in his stead as Secretary, "Treasurer, and Agent, with such powers and "duties, and upon such terms as he shall think "fit ; and also shall have power to remove such "person or persons, and generally to do all "such other matters and things as may be "necessary for the conduct of the business of "the company." This completes the second resolution or the resolution of control, and if our readers view the subject as we have done they will scarcely know whether most to admire the conceit or the impudence of the whole business. If the subject were taken up by Lewis' *troupe* as a farce they would, we are sure, perform to overflowing houses for fifty nights. The lawyer who drew up the resolutions might not be forgotten in the various acts : in the first act he would be placed well at the front of the stage preparing his resolutions and turning his quid.

But seriously ; does the state of the joint stock law lay an important and increasing industry open to the danger of extinction from causes of this kind? People are not now mad and excited by speculation, and such resolutions as we have been commenting upon have been drawn up in cold blood, and if passed by a majority of votes will be passed also in cold blood and in derision of a respectable minority who require legal protection. If it could be considered good law to allow any one man the presumptuous powers which are demanded by these resolutions in the formation of any new joint stock company, there might be some show of justification of such a law in that the shareholders joined an association whose articles were before them and they knew what they were subscribing to. We do not defend such a law ; how much less can we defend a law which permits previous shareholders in a company to be handed over to the tender mercies of a self-appointed factotum. For in plain English this is what it means. Of what metal must the directors of the Royal Mill Company be made if they can be found to sit out the outrageous farce that Mr. Nursey Kessowjee intends to play in the board room of the Royal Mill on the 17th instant? There is not even a provision in the resolution that Mr. Nursey Kessowjee shall continue to hold all his present shares while he occupies the first position in the company. As far as these resolutions go he may sell out every share he holds as soon as the shareholders have confirmed these extraordinary resolutions, while it is notorious that if the resolutions are carried they will be carried mainly by the influence of Mr. Nursey Kessowjee's shares.

We shall look forward to the meeting of the shareholders of the Royal Mill on the 17th with much interest. If this kind of business can go on in Bombay under cover of the law we augur ill for all true enterprize that may require the capital of joint stock associations for carrying it out. India is the last place on the face of the whole earth where capitalists should be permitted to press down their poorer neighbours, and it would be most injurious to the country if resolutions such as we have quoted could be passed any day and every day. If the law will not interfere joint stock enterprize will probably become extinct ; public companies will probably smash up and new ones will not be formed. It would not be to the credit of Government to allow enterprize and industry to die out in so scandalous a manner ; it is better therefore to alter the law—a few words would be sufficient—and to alter it whether Mr. Nursey Kessowjee carries through his little game or fails in his enterprize. Nobody can seriously contend that resolutions like those of the thirty shareholders of the Royal Mill can do any good to honest industry.

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

THE GENEVA ARBITRATION.

MISCELLANEOUS.

THE CZAR'S VISIT TO BERLIN.

THE ANGLO-FRENCH COMMERCIAL TREATY.

GENEVA, 7TH SEPTEMBER.

The Arbitration Tribunal have finished their sittings and the definite summing up has been fixed for Monday.

The signatures to the judgment will be attached on the 14th instant. There are numerous conjectures as to the award, though nothing as yet is positively known.

GENEVA, 8TH SEPTEMBER.

All the questions brought before the Arbitration Tribunal have been settled, and several of the counsel have left here.

LONDON, 6TH SEPTEMBER.

An extensive strike of cotton operatives at Ashton is shortly expected.

Prince Charlie is first favourite in the betting on the St. Leger.

Cardinal Cullen has written a pastoral letter, in which he regrets the bad weather and urges the clergy to recommend economy.

There is an outbreak of rinderpest in Yorkshire.

The new organ for Bombay Town Hall has been completed.

OBITUARY.—Colonel W. Innes.

LONDON, 8TH SEPTEMBER.

The negociations relative to the Anglo-French Commercial Treaty are progressing favourably.

BERLIN, 6TH SEPTEMBER.

The Czar arrived here to-day and was received by the Emperor William and the Royal Princes. The Czar afterwards visited the Empress and subsequently had a long interview with the Emperor William.

The Emperor of Austria has arrived here, and has been received cordially by the Emperor William. The Emperor of Austria has also visited the Czar, and a conference between the three Emperors and their three Ministers will take place on Sunday. The deliberations will be secret, but they will be published later.

BERLIN, 7TH SEPTEMBER.

An article in the "Ministerial Provinzial Correspondenz" states that the demonstration at Berlin is of a pacific character. The meeting of the Emperors gives unmistakeable evidence that Austria and Russia accept the new order of things.

LONDON, 5TH SEPT., AFT.

The Liverpool Cotton Market to-day closed strong.

Fair Dhollera, 6 15-16d.

In the Manchester Market there was a better demand.

The Bank of England Returns for week ending yesterday, show the following results :—

Reserve of Notes	£11,062,500	Dec. £ 687,500
Bills Discounted	£20,937,500	Inc. £1,187,500
Bullion	£25,125,000	Dec. £ 125,000

The sum of £108,000 has this day been paid into the Bank of England.

Arrivals.—Hannah Law and Thunderbolt.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 6TH SEPT., NOON.

The Liverpool Cotton Market today opened steady.

Total Weekly sales of Cotton	105,000	bales.
Do. do. Surats	30,000	,,
Actual Stock of Cotton	840,000	,,
Do. do. Surats	381,000	,,
Total Weekly Import of Cotton	36,000	,,
Do. do. Surats	19,000	,,

Consols, 92¾.

LONDON, 6TH SEPT.

The Liverpool Cotton Market today closed quiet, but unchanged.

Fair Dhollera, 7d.

The Manchester Market has a tendency upwards.

7 lbs. Shirtings, 8s.

8¼ lbs. do. 9s. 6d.

40's Mule Twist, 1s. 2¾d.

Arrivals.—Mendora and Macedon.

OWING to the hot mornings in Bangalore hunting there has been suspended.

HIS EXCELLENCY THE VICEROY, on hearing of Mr. Mayne's death, telegraphied his regret to the Lieutenant-Governor in feeling language.

SIR ALEXANDER GRANT has obtained a magnificent gift of £10,000—one lac of rupees—for scholarships in the University of Edinburgh.

THE Indigo harvest in Lower Bengal will, it is said, be 50 per cent. better than that of last year. The weather in other districts has also been most favourable.

THE Lieutenant-Governor of Bengal has sanctioned the construction by the Calcutta Port Commissioners of a jetty-tramway, at a cost of thirty thousand rupees.

THE *Pioneer* hears that Mr. Forbes is likely to come to Allahabad as Commissioner, Mr. R. Simson going, as Commissioner, to Rohilcund, and Mr. G. Ricketts, C. B., to Agra.

DENGUE is said to be at present very hard on the Madras doctors. Quite one-half of them are down with the fever themselves, just at the time when the whole force would find themselves overworked. If this state of things continues, doctors will have to be imported into the Presidency town.

THE *Bombay Educational Record* believes that Mr. Ilbudus Prichard, barrister-at-law, has projected a new series of Indian educational books which are to be "suited to the bent of the Oriental mind."

THERE is a rumour in Ceylon that Mr. Henry Irving, the Colonial Secretary, will soon leave the Colony on promotion to a Governorship. The local papers mention all sorts of names as Mr. Irving's successor.

ENSIGN JAMES MOON, Deputy Assistant Commissary, in charge of the Bombay Commissariat Stores, proceeds shortly to Kurrachee, to conduct the duties at that station. Other changes in the warrant branch will shortly take place.

THE quarantine camp at Peshawur has been removed to the other side of the General Parade ground, and is now fully half a mile distant from the station. A quarantine has been established at Attock with reference to travellers going to Peshawur.

OUR Burmese neighbours seem very fond of the law. A Commission has, we hear, been issued from the Small Cause Court at Rangoon, to examine a witness in England, in a suit in which the matter in dispute is valued at twenty-one rupees.

ANOTHER outrage on Europeans in China is reported. The United States' Consul at Foochow says that on a late occasion he was insulted and stoned by the populace. The cause of the outrage appears to have been the erection of a wall, which the people considered interfered with the privileges of the local genii.

CHOLERA is still at work in the Punjab. At Kohat, a fresh outbreak is reported at the rate of from sixteen to eighteen cases each day. It has made its appearance in Meerut, in consequence of which one troop of the 4th Hussars and the most of the 105th Regiment have moved out into camp. In Goojranwalla a day or two ago above 20 cases occurred in one, day of which more than half were fatal.

THE *Madras Athenæum* devotes a leading column to the appearance of Madras Beach, which at the present moment is said to present a deplorable spectacle, although the cyclone took place four months ago. "Ships and fragments of ships still present themselves to the view. The spars and planks of vessels still lie in great heaps on the sand. The black ribs of broken vessels protrude from the white foam of the surf. The whole scene from Royapooram to the Fort is a scene of confusion, disorder, decay, and filth."

NEW YORK is to have an underground railway to connect the lower and upper portions of the city. The route has been decided on and ground will soon be broken. Two years will be necessary to complete the line, which starts at the depôts of the Hudson River Railway, 56th Street, and will follow Fourth Avenue and the Bowery to City Hall Park, where a large underground station is to be built. The road is to run beneath the surface its entire length, which is four miles, and this distance, including six stoppages, is to be run in ten minutes.

THE *Bombay Educational Record* understands that the "service books" which all Government servants in subordinate positions are to keep in future are now in course of issue. In these books will be entered a verified statement of every step in the official life of the owner—every change of salary or break in service—and they will have to be produced on application for pension. The institution appears to be a well-considered one, and will undoubtedly act both as a terror to evil-doers and a praise to them that do well.

THE following paragraph reads like one of the stories about good little boys helping funny old women, who turn out to be fairies, and shower gold upon the good little boys for their kindness : —Miss Edith Challis, an actress known both in London and New York, while travelling some months since, was very attentive to an old lady who fell ill on the journey, and subsequently died. Miss Challis has since learned that the old lady has left her £2,000 a year for life. In consequence of this she retires from the stage.

IT has been brought to the notice of Government that the practice, common to many District Officers, of affixing to papers requiring signature in token of their authenticity their initials only in lieu of their whole signature, opens a door to forgery and fraud. The Board of Revenue of the N. W. Provinces accordingly direct, under instructions from Government, that in the case of all important documents, such as the papers of a settlement or partition *misl*, copies of records and the like, the signature and designation of the attesting officer sh

NEWS-LETTER.

[FROM OUR OWN CORRESPONDENT.]

BARODA, 5TH SEPTEMBER.

"HOPE deferred maketh the heart sick," were the words of the unequalled sage of Israel. How many out of Baroda and in it must call them to mind as they peruse the following! "Owing to numerous disappointments the officers of the Rewa Kanta regret that the Ball, for which they have issued invitations for the 17th instant, is unavoidably postponed. Baroda, September 4th, 1872." Perhaps it will take place after all on the 28th, as first proposed. *Apropos* of the invitations, no less than eighty-two were issued to friends and acquaintances out of Baroda, as averred by a veracious friend of mine, who chanced to be at the Post Office when they were put into the post. So, all things considered, when the hope is fulfilled it will lead to other hopes and cause rejoicing in many.

The ruler of Baroda appears to think that the English *Sahebs* improve on acquaintance. If what the French call *mauvaise honte* in young ladies and gentlemen, &c., can be applied to him, it is certainly evaporating daily since the advent of Col. Shortt. In fact, His Highness is less reserved than formerly, and is so far unlike his predecessor that he will soon surprise us agreeably, in regard to his schools. Row Sahib Bhogilall Pranvallabdass, the "Superintendent," has received various instructions and made several suggestions in return, in conjunction with Bulwant Row Eswunt, the Fouzdar of Baroda—a time-honoured courtier, who can let you see that he has justly earned golden opinions from British Residents, from even the time of that terrible enemy of "khutput," Sir James Outram.

For the last two days there has been a change in the weather. Indeed any is felt to be better than the heavy showers of rain, for several days, that we have recently had—beginning at three in the afternoon, and lasting till eight or nine at night.

BOMBAY.

MAHOODHA DISPENSARY.—We learn that a new dispensary is shortly to be erected at Mahoodha at the State expense.

ROBBERY AT MAHOODHA.—A gang of robbers belonging to the Waghree caste have been arrested at Mahooda, in the Kaira district.

EDUCATIONAL.—Mr. Aitkin, head master of the Oomrawuttee High School, has been appointed head master of the Akola High School.

THEFT.—On Saturday one Balla Seewa was sentenced by Mr. Connon to receive eight stripes for stealing a quantity of plantains.

CHOLERA.—Five cases of cholera were reported to have occurred on Friday—two at Mazagon and three at Waree Bunder.

CRIMINAL CASES.—Up till Saturday nearly twenty cases had been committed by the several magistrates of police for the ensuing Criminal Sessions of the High Court.

WE beg to acknowledge receipt of a copy of the third lecture on Theology delivered by Baboo Pratap Chandra Muzumdar in the Prarthana Somaj, reported and published by Gujanan Bhawoo.

HYDRAULIC LIFT GRAVING DOCK.—We are requested to announce that it has been found unavoidably necessary to postpone the docking of the first ship until Monday, the 16th inst., at 8 A.M.

INQUEST.—On Friday an inquest was held at the Jamsetjee Hospital on the body of a man named Narayen, a mondicant. The jury, upon the evidence, found that the man's death was caused by dysentery.

ACCIDENT.—A Hindoo named Gunoo Goomba, employed on board the steam ship India, accidentally fell into the hold of the ship on Friday. He was much hurt, and was removed to the Jamsetjee Hospital.

A POSTMASTER SENT TO JAIL.—The Postmaster of Tellara, in Akola, was a short time ago charged with stealing currency notes from a registered letter, and was sentenced to two years' rigorous imprisonment and to pay a fine of fifty rupees.

A LOAFER.—Maurice Shannon, a European loafer, was on Saturday charged before Mr. Woodward with asking for alms when he had sufficient means for subsistence. He was convicted and sentenced to fourteen days' rigorous imprisonment.

GAMBLERS.—At the Girgaum Police Court, on Saturday, sixteen Borahs were charged with gaming in a house at Mungulwady with dice and money. The defendants were convicted, and nine of them were fined ten rupees each and the rest five rupees each.

A NOTED THIEF.—In the Fort Police Court on Saturday a Hindoo named Mahadoo Bheewa, a noted thief, was convicted by the Senior Magistrate of stealing a silver waist chain, the property of one Janoo Gopal, and sentenced to receive ten stripes.

FIRE.—A fire broke out on Friday night last in the premises occupied by a Persian Parsee named Khodadad Rustom, and situated at Girgaum. The fire was speedily extinguished by the police and some of the neighbouring people. The damage done to property is estimated at about forty rupees.

A DISHONEST PEON.—A Mahratta named Succaram Bhickajee, a peon in the employ of the Municipality, was committed on Saturday, by Mr. Woodward, Acting Second Magistrate, for trial at the ensuing Criminal Sessions of the High Court, on a charge of criminal breach of trust, in respect of Rs. 134, belonging to the Municipality.

EUROPEAN VAGRANTS.—Henry Stevens and George Mulcahey, Europeans, were charged on Saturday, the former before the Senior Magistrate and the latter before the Acting Second Magistrate, with being vagrants and wandering about without any visible means of subsistence. They were ordered to be sent to the Government work-house attached to the House of Correction.

DEATH FROM TETANUS.—A Coroner's jury was empannelled on Friday, at Balloo Syrang Street, concerning the death of a Mahomedan named Noorbhoy Moosajee, who was accidentally knocked down by a bullock cart on the 29th ult., and who died on Friday in consequence of injuries received. The jury found that death was caused by tetanus supervening injuries received by his having been accidentally knocked down by a bullock cart.

THE POONA SARVAJANIK SABHA has, it is said, petitioned Government to nominate a gentleman to represent the Mahomedan community in the Legislative Council.—*Argus.*

A NEW STATION.—A numerously signed petition has, we learn, been sent to the authorities of the G. I. P. Railway requesting that a station may be opened at Sion.—*Ibid.*

FEMALE NORMAL SCHOOLS.—We hear that there is a proposal on foot for the amalgamation of the Female Normal School, Bombay, with the Alexandra Native Girls' Institution, which competent observers have declared to be one of the most successful Native Girls' Schools in India.—*Bombay Educational Record.*

THE ELPHINSTONE HIGH SCHOOL.—Difficulties having arisen in the way of erecting the new Elphinstone High School Building on the site in the Marine Lines where the foundation-stone was well and truly laid by Sir Seymour FitzGerald in May last, a plot of ground between the new Gokuldass Tejpall Hospital and the Crawford Markets was fixed upon. We now hear that Dr. Howlett has strongly objected to this site on sanitary grounds, as his Hospital would be to the windward of the new school. We certainly think that Dr. Howlett is fully justified in exercising this veto. It is well known that contagious diseases may be borne on the wind, and it appears probable that flies, which are carried in the direction of the wind, are frequently transmitters of disease. The site must be about equally distant from the Native Town and the Fort, as the pupils come in equal numbers from the two directions, but the Esplanade is surely wide enough to afford a spot free from such serious objection. At present the Elphinstone High School hangs in the air, and it is uncertain where it will alight.—*Ibid.*

PERSONS who are in the habit of taking their evening walk in the direction of the cemetery, may have noticed a rather large group of soldiers standing or kneeling under one of the trees near the vicinity of the graveyard. Much curiosity appears to have been evinced as to what was their object in so regularly meeting in such a secluded spot, but, to satisfy the inquisitively inclined, we have great pleasure in informing our readers that the object is a good one. *The men meet there for prayer and* instead of spending their spare evenings in strolling about the bazaar or lounging in the canteens, they would rather devote their leisure hours to the praise and glory of God.—*Deccan Herald.*

AN UNMANAGEABLE COLT OF CIVILIZATION.—The Mikado lately purchased a steamer the Colia, and put her in charge of Japanese engineers. It seems, however, that these gentlemen could not manage their charge, for the Colia very recently ran away with them! They could not stop her, and the result was that she ran on shore.

HIGH COURT.—9TH SEPTEMBER.

(Before the Hon. Mr. JUSTICE BAYLEY.)

MOTIONS.

SUMMARY SUIT.

460-72—Hearn, Cleveland, and Pelle—Dulsookroi Ramlall v. Hurgopall Premsookdass and another—No appearance.

450-72—Manisty and Fletcher—Moorarjee Cursondass v. Hurgopall Premsookdass and another—No appearance.

FOR JUDGMENT ACCORDING TO AWARD.

946-70—Hope—Bai Avabai and others v. Hormusjee Dadabhoy Mowjee—C. Tyabjee.

LONG CAUSES.

286-71—Dallas and Lynch—Aveychuldass Chuggondass v. Nurrotumdass Jaithabhoy—Leathes and Crawford. Part heard.

90-71—Macfarlane and Skipsey—Coostna Curmee and others v. Damodhur Pandoorung—Dallas and Lynch. Part heard.

1137-68—Bimington, Hore, and Langley—Rahimoobhoy Hubebhoy and another v. Khoja Balloo Khan &c. and others—Manisty and Fletcher.

315-71—Payne—John Campbell and another v. Sobharam Nundram and another—No appearance.

187-71—Hope—Ambaram Nurbharam v. Cassinath Bullal and others—Mody.

256-71—Dallas and Lynch—Burjorjee Framjee v. Heerjee Hunsraj and others—J. Gopall.

1337-71—A. Framjee Thucker—Oomersey Ludha v. Jacob Jamall—Manisty and Fletcher.

(Before the Hon. Mr. JUSTICE GIBBS.)

LONG CAUSES.

1109-68—Hearn, Cleveland, and Pelle—Goolbai v. Cursetjee Nusserwanjee C. and another—Keir, Prescot, and Winter.

419-71—Shapoorjee and Thacurdass—Soonderdass Mooljee and another v. Bai Jeasda—No appearance.

425-71—Jeffreson and Payne—Kursondass Mahadewjee v. Hajee Tyeb Hajee Remtoolla and others—Macfarlane and Skipsey.

435-71—Dallas and Lynch—G. J. E. Baundry and other v. Hajee Ebrahim Hajee Dada—Thacker and Chalk.

441-71—Bimington, Hore, and Langley—J. Fleming and others v. L. A. Blaschek—Thacker and Chalk.

448-71—Macfarlane and Skipsey—Runchordass Jairam v. Dadabhoy—Withoba Kunderao.

470-71—Shamrao—Moteeram Sobharam v. Muddon Gopall—Jefferson and, Payne.

479-71—Thacker and Chalk—Sha Heerachund Hemraz v. Thucker Mamordass G.—No appearance.

491-71—Hearn, Cleveland, and Pelle—Merwanjee Bazonjee v. A. Charles Brice—No appearance.

557-71—Khunderao—Dhurnedhurdass Succaram and others v. S. Hurredass Ghandhi—Craigie, Lynch, and Owen.

SHIPPING ITEMS.

THE P. AND O. Co.'s S. S. BARODA, 1,232 tons, Captain D. Rennoldson, arrived yesterday from Sydney, &c. with a general cargo and the following passengers:—Mr. Henley, Mrs. Bryer, and one ayah.

THE B. I. S. N. Co.'s S.S. Punjab, 686 tons, Captain W. Starratt, arrived on the 6th instant from Malabar Coast and Calcutta (August 13th) with the following cargo:—From Calcutta—800 bags sugar, 340 bags rice, 668 bags kallie, 340 bags rice and sugar, 3 cases tobacco, 12 bags medicine, 64 cases tea, 2 cases silk, 1 chest apparel, and 249 bags grain. From Coconada—7 boxes cigars, 1 case piece goods, and 1 case goods. From Madras—1 case stores, 2 bales twist, 4 cases indigo, 47 casks oil, 3 cases wearing apparel, and 1 case cigars. From Pondicherry—1 case claret. From Colombo—6 bags coffee. From Cochin—3,436 bundles coir, and 364 coils coir and rope. From Calicut—9 bundles wearing apparel, 24 bundles mats, 85 bags seeds, 2 bundles turbans, 167 robbins cocoanuts and copra, 9 bundles copra, 2 bags coffee, 24 robbins horns and cocoanuts, and 519 bundles coir. From Tellichery—51 robbins copra and pepper, and 150 robbins pepper. From Cananore—2 cases wearing apparel, 150 robbins pepper, 500 bundles coir, and 33 robbins cocoanuts. From Compta—24 bundles wax, 1 bag pepper, 10 bags betel nuts, and 2 bundles cardamoms. From Carwar—2 cases files. From Vingorla—18 bundles and 1 case goods. The following is the transhipment cargo for different ports—41 bundles twine, 4 packages silk, 170 bags sugar, 2 cases piece goods, 1 cask claret, 1 case gum, and 81 packages coffee.

THE COLLISION BETWEEN P. AND O. S.S. KHEDIVE AND THE S.S. ARAL.

MARINE COURT—CALCUTTA, THURSDAY, AUGUST 29, 1872.

(Before Charles Miller, Esq., President, and Captain Baker and Messrs. Bruce and Bullen Smith, Members.)

THE above Court of Inquiry this day resumed its investigation into the cause of the collision between the Khedive and the Aral.

Olliver Henry Bensley, brevet branch pilot, deposed that on the 13th instant he was a passenger on board the Khedive. When the collision took place, he was on the starboard-gangway, situated abaft the main-mast. At the time of the collision the engines of the Khedive were working astern, but he could not say whether they were in full power. He was on the starboard-gangway for about three or four minutes. The helm of the Khedive was starboard. He knew this from noticing the motion of the vessel. When he went to the starboard-gangway, the engines were not reversed, but they were reversed about two minutes after. The engines were going ahead when he first went to the starboard-gangway. Whilst walking up and down, his attention was drawn to the Aral, and he thought that she had just then commenced to turn. When he first went to the starboard-gangway, she was something between half and a quarter mile distant on the starboard-bow of the Khedive, and about two points from the quarter-bow, but at the time of the collision she was at an angle of six points. When he first observed her, he did not think that she was steaming, but between this time and the time of the collision he observed that she steamed ahead. At the time of the collision she had got headway upon the Calcutta side of the reach. He did not know whether her engines were stopped at the time of the collision. The collision took place a little below Campepatche's Point. He observed a ship, the Lord of the Isles, near the place of the collision. At the time of the collision the Lord of the Isles was abaft abeam of the Khedive, and the latter was about fifty to seventy-five yards from the Calcutta side of the reach. There was no room for the Khedive to have passed under the stern of the Aral, and to have cleared the Lord of the Isles. The Khedive could not, at the time of the collision, approach closer than was prudent to the Calcutta side of the river, considering the size of the vessel and the draught of water, which was 21 feet 6 inches. He had seen the position of the wreck, and thought that it was about a cable's length, or 120 fathoms, from the place where the collision took place. He saw the bow side of the Aral under water, but did not see her al together disappear, as the point of Garden Reach house intercepted his view. From his experience as a pilot he was of opinion that there would have been no use in the Khedive stopping after the collision He noticed that there were boats around the Aral It would have taken the Khedive about twenty minutes or half an hour to stop and turn, and he thought that it would have been attended with a good deal of risk had she been turned to assist the Aral—he alluded to a risk of either grounding in attempting to turn, or of losing an anchor and chain. He knew the manner in which P. and O. boats were take out of moorings. With reference to the order (produced) to harbour-masters, giving them permission to swing vessels out of moorings when the reach was clear, he considered that the reach was sufficiently clear to have taken out the Khedive. From what he had seen and heard of the Aral, his first impression was that she had begun to turn by backing astern to keep her stern in slack tide, and her bows out in the stronger tide. In screw-steamers, the backing astern, in nine cases out of ten, would, owing to the action of the screw, have the effect of giving her a sheer to starboard. From what he had since seen and heard of the Aral, he altered his first impression, as she had no pilot on board. It was contrary to duties and practice to turn a vessel without a pilot on board. He could not at all account for the position in which he saw the Aral. In his estimation, when he took his position at the starboard-gangway, she was about half way from bank to bank, and a third of the distance from the edge of the bank to the Calcutta shore. He was perfectly certain that from the time he first saw her she went ahead. He then felt no anxiety for her. At first he thought that it was very foolish to turn her, but when he saw her go ahead, he thought that it was very dangerous. Nothing, in his opinion, could have been done before the collision to prevent it. The engines were reversed to lessen the shock, and this was the only thing that could be done under the circumstance. Before the collision the Khedive was proceeding at the rate of five or six knots an hour, but at the time of the collision the speed was less. A vessel turning round and going with the tide would require five knots to give her steerage way, so as to keep her under proper command. He thought that a vessel going at the rate of two knots an hour through the water would not be safe either to herself or to other vessels. Before the collision the Khedive was steaming ahead, then he heard the sound of the bell, and the engines stopped; immediately after he heard the sound of the second bell, and the engines reversed. When the order was given to stop, he could not, from his own knowledge, say at what speed the Khedive's engines were going, but the officers told him that they were going half speed. Her speed was not greater than was absolutely necessary to keep safe steerage way on her. The harbour-master of the Aral should have had no doubt in his mind as to which way the Khedive was going to pass. She was going to pas on the Calcutta side. When he first noticed the Aral, she was drifting down with a slight sheer. He did not know whether she was two or three bladed, nor whether a two or three bladed screw would make any difference in the sheering. He was not aware whether the Aral or the Khedive was registered. When the engines of the Khedive were going astern, it would take about three minutes to stop her. Considering the position of the two vessels, and the speed with which the Khedive was proceeding, the force of the collision appeared to him to be much less than he expected. When the Aral was going astern, he did not know what she was going to do. From his experience as a pilot, he considered that the cause of the collision was the Aral's throwing herself unnecessarily in the Khedive's course. He did not think that if the Khedive let go an anchor or two, this would have served to avoid the collision.

The inquiry was then brought to a close. The whole of the depositions will be submitted to Government for orders.—*Englishman's O. S.*

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.		SEPTEMBER.	LOW WATER.	
Time.	Height.		Time.	Height.
H. M.	FT. IN.		H. M.	FT. IN.
3 5 m	4 4	Monday..... 9	8 55 m	2 5
2 39 a	3 9		9 14 a	5 7
4 0 m	3 9	Tuesday..... 10	9 46 m	1 4
3 21 a	3 0		10 10 a	5 3
5 1 m	3 4	Wednesday ... 11	10 53 m	0 7
4 20 a	2 2		11 21 a	5 0
6 41 m	3 5	Thursday 12	.....	.....
6 1 a	1 10		0 34 a	0 4
8 8 m	2 1	Friday 13	0 50 m	5 1
7 52 a	2 3		2 14 a	1 3
9 19 m	5 2	Saturday..... 14	2 25 m	5 6
9 11 a	3 6		3 26 a	2 9
10 9 m	6 3	Sunday 15	3 29 m	6 3
10 11 a	4 9		4 19 a	4 5

Moon—First Quarter, 10th, 6h. 53m. P.M.

RAIN-FALL IN BOMBAY.

	Byculla.		Fort.		Colaba.	
	In.	Cts.	In.	Cts.	In.	Cts.
Sunday, 1st Sept.....	0	38 ...	0	56 ...	0	28
Monday, 2nd Sept.....	0	42 ...	0	96 ...	0	59
Tuesday, 3rd Sept.....	0	16 ...	0	7 ...	0	38
Wednesday, 4th Sept.	0	0 ...	0	4 ...	0	2
Thursday, 5th Sept.	0	0 ...	0	0 ...	0	0
Friday, 6th Sept.....	0	0 ...	0	0 ...	0	0
Saturday, 7th Sept.	0	0 ...	0	0 ...	0	0
Total for the Week.....	0	96 ...	1	63 ...	1	27
Previously Registered.	71	21 ...	60	97 ...	58	82
Grand Total	72	17 ...	62	60 ...	60	9

THAT NICE YOUNG MAN, THE GRANDSON OF THE LAST MOGUL EMPEROR.

SOMEBODY sent to the *Pioneer* a sentimental sketch, and we quoted it on Saturday, of the life and conversion of Mirza Sulaiman Ali Ghor, grandson of Bahadur Shah, late King of Delhi, and who is said to be the nearest male relation in India of the Mussulman royal house. We presume the pretty sketch is by a clergyman, because it has many expressions characteristic of missionary enthusiasm. Now, seeing that the conversion to Christianity of this interesting chip of the royal block took place in Bombay, it might have been supposed that the account of the touching and interesting affair would have been sent to a local paper instead of to Allahabad, but perhaps there were good reasons for not telling the affecting and goody-goody story in a place where the "poor and hapless scion of the once famous imperial house of Tamerlane and Akbar" is pretty well known. However this may be, we shall tell another story about Mirza Sulaiman, by which it will be seen that besides contracting a knowledge of cant sufficient to gratify a missionary, and practising "a steady attention to God's Word," and endeavouring to support himself by repairing watches, "the trade he learned in captivity," he also acquired a taste for theft, bad company, and strange "free love" in religion. Father Deimler baptised him—we admit that. But after partaking of good Father Deimler's Bavarian *knudels* until they and Christianity disagreed with him, he appeared before Mr. Dosabhoy Framjee in the Fort Police Court and begged permission to turn Mussulman, as he was disgusted with his own worship. His Worship told him that he was at liberty to go to heaven by the path he chose to take, and he seemed pleased and left the Court. A few days of roving among questionable characters in Bhendy Bazaar emptied his slender purse, and his stomach reminded him of good Father Deimler and Christianity, which by a mental process he connected with apple dumplings. To the Father he went, and, his exploits not being exactly known in that quarter, the fatted calf was killed, and he was received with joy. Respectability, however, did not suit this pseudo sprig of Imperial Mogullity or Travancore Hindoo nobility, and a silver watch belonging to a fellow convert soon found its way through his hands into a Marwaree shop, where he pledged it. With part of the proceeds he had another fling with his exceptionable friends in the Bhendy Bazaar. The police, however, soon found him and the watch, and in the Police Court Mr. Nana Morojee, with his usual consideration, afforded Mirza four months' leisure to contemplate the vanities of this world, and he now breaks the amount of stones Major Raitt allots him daily. "Breaking stones in a jail for theft!" How harshly that information jars with the nice account about Mirza's conduct justifying the trust that he will die a Christian "and attain after this life full of vicissitudes a crown of life which fadeth not away." There is also something touching in the word "captivity," reminding one of the Israelites hanging their harps upon willow trees. We are sorry to think that one more of our zealous workers in the cause of Christianity has been victimised by a native schemer, and after this true account which we have given of the "last of the Moguls" we think, however, much jubilant writing he may be the subject of in missionary records, that there is no particular reason why subscriptions should be raised for his support by Christian India, or even why Government should pension him.

LEGISLATIVE COUNCIL.

THE following is the list of business to be brought forward at a meeting of the Council of the Governor of Bombay for making Laws and Regulations, to be held on Wednesday:—

I.—The following gentlemen will take the usual affirmation of office and declaration of allegiance to Her Majesty:—

The Hon. Sir Jamsetjee Jejeebhoy, Bt., C.S.I.

The Hon. J. K. Bythell,

The Hon. Gunputrao Tatya Sahib, Putwurdhun.

II. The following paper will be presented to the Council:—

Report of the Select Committee on the Bombay Municipal Bill (No. 3 of 1872.)

III.—Bills and Orders of the day:—

Bill No. 3 of 1872. A "Bill to provide for the management of the Municipal affairs of the City of Bombay, and to make better provision for the conservancy and improvement of the city, and for the levying of rates, taxes and other income therein"—*Second Reading.*

SERIOUS OUTBREAK OF CHOLERA AT BHOSAWUL.

OUR correspondent at Bhosawul, writing on the 7th instant, says—'Cholera has again broken out at Bhosawul, and this time more virulently than before. Between thirty and forty Natives and Portuguese die daily. There has been only one case up to the present time amongst Europeans. One should scarcely be surprised if half the people in the place were to be taken ill, for the filthy state of the native gaum at Bhosawul is sufficient to breed all sorts of diseases. Yet even this is not so bad as the gaum Suttara, adjoining Bhosawul, where the residents are reaping the reward of their filthy habits, the mortality there being most severe.

Something ought to be done speedily for these places. The railway company can scarcely do it, for though they have a municipality of their own, their jurisdiction does not extend beyond their fences.

THE GREAT "NORTH vs. SOUTH" MATCH.

THIS, the great match of the Presidency, was played at Poona on Monday, Tuesday, and Wednesday, the 2nd, 3rd and 4th instants. The following is a short account of the game. The "North" having won the toss sent Hancock and Fuller to the wickets, and it was not long before the telegraph showed signs of leather-hunting—10 went up, then 20; and 30 was about to rise when Fuller had to retire for playing with his leg instead of his bat. Cookson then joined Hancock, but did not stay long, an offer in the slips being accepted by Hills. Pottinger then went to the wickets, but Hancock for some reason or other refused to remain in with him, and after playing Bell's slows for some time most carefully he let out at one and landed it safely in Coddington's hands. He was succeeded by the "Young Shikaree," who did not however materially alter the score, being stumped by Young. Then went in a man with a "Marshall" tread. He played most carefully, but shared the same fate as the "Chasseur." Oliver next tried his luck, but after putting a few together he was caught and bowled by Bell. Crawley-Boevey was Pottinger's next partner, but they did not stop together long, Young putting an end to Pottinger's "slow torture" by stumping him very neatly. Young's wicket-keeping was the admiration of all, but in this instance he surpassed himself. Pottinger had made up his mind to punish one of those "trashy" slows, so he let out to leg, intending the ball for the pavilion, but the break made him miss and took the ball instead into Young's left-hand, and, although his bat was brought round with a swing to the crease, the bails were off before it touched the ground. Dalzell then went to the wickets but did nothing, Bell and Kennedy assisting at the performance. Proudfoot then followed, but returned shortly discomfited by Bell and the umpire. The Captain was the best man in and out; he was determined not to be taken by Bell, so he gave in to Kennedy—a very *Engine*-ous way of doing the "slows." Crawley-Boevey carried his bat for 30, the best score of the side. He appeared to be the only one of the North who could play Bell's "slows," and he had his reward. The innings ended for 117, the wickets falling in the following order:—one for twenty-nine, two for thirty-three, three for thirty-nine, four for thirty-nine, five for forty-nine, six for sixty-five, seven for seventy-six, eight for seventy-seven, nine for ninety-four, and ten for one hundred and seventeen.

The South commenced their innings by sending Hills and Bell to the wickets, who very soon warmed to their work. The former, however, succumbed to the Ahmedabad bowler after running up sixteen, and was succeeded by Marshall, who after two singles was taken at short-leg by the Northern Captain. Kemp then went to the wickets and had a short life but a merry one. He did not take long to run up his fifteen. Coddington then followed but made a bad commencement by running out his partner Bell, who appeared well set and good for many runs. He however condoned his error by making the top score of the match. Buckland took Bell's place but did not follow his example; he appeared nervous and out of form and twitched two out of the five balls he received into the air—the second was of course taken. Singleton was next at the wickets but did not stay long—a shooter from Dalzell putting an end to his hopes. The game and the faces of the South began now to look gloomy—6 wickets down for 67,—but they brightened again when Coddington and Stewart made a stand and the telegraph showed a century—after which there was a deal of leather-hunting, the Northern bowling having been collared. The next wicket to fall was Stewart's, who played his 33 very neatly and left the score at 131. The Southern Captain was the next to go in, and had been there but a short time when night put an end to the conflict. The game was resumed next morning with Coddington and Edwardes at the wickets, where they appeared determined to remain for the rest of the day. The score went up steadily beyond the second century and had reached 216, when Coddington succumbed to a slow from Boevey and retired amidst plaudits from the pavilion. Young succeeded, and with his partner kept the field busy—after achieving 37 in strong form he was held by Oliver off Boevey's slows. Kenuedy was the last to join Edwardes, and between them the third century was completed. Shortly after, however, there was a commotion in Kennedy's timber-yard, and the tenth wicket fell for 305, the Southern Captain carrying his bat for 56. The wickets fell as follow:—one for thirty-one, two for thirty-seven, three for sixty-four, four for sixty-six, five for sixty-seven, six for sixty-seven, seven for one hundred and thirty-one, eight for two hundred and sixteen, nine for two hundred and seventy-five, and ten for three hundred and five.

The North then commenced their second innings by sending Marshall and Hunter to face Bell and Kennedy. The slows found their way to the wickets of both in a very short time, and not long after Oliver was beaten by a bailer from Kennedy and retired. Cookson and Pottinger then exercised the field a bit, the former making some very fine drives, but unfortunately, just as he had his eye in, his judgment was out, which resulted in a very pretty piece of cricket—ball well fielded at long-off by Stewart and the bails whipped off by Young. Cookson's 28 was made in right good form. Pottinger would not be deserted by his pal, so followed him at once to the pavilion, his off-bail being taken by Kennedy. Fuller shortly after shared the same fate. Hancock and Boevey then put a few together, when the former made an offer to the wicket keeper off Bell which was accepted The Captain now went to the front, and after making a few good hits slipped his cow-catcher in front to stop Bell's break, but the umpire not considering it fair sent him to the pavilion. Time being now up play was stopped for the day with eight wickets down. A quarter of an hour, however, of the next day brought it to an end with 116 up. The two last men succumbed to Kennedy, and Crawley-Boevey carried his bat for the second time with 24. The match thus ended in favour of the South in one innings and 72 runs to spare. The fielding of both sides was good. The bowling of the North, from which great things were expected, did not come off. Coddington and Stewart collared it the first day, and on the second Coddington, Edwardes, and Young did what they liked with it. The bowling of the South, on the other hand, was "all there." Kennedy trolled very steadily through the match, and Bell's slows were so awkward that neither stepping out nor stopping at home paid—the former was not to be done rashly with Young behind the wicket; three of the North tried it in the first innings and paid dearly for it. Stopping at home had its dangers also—the nasty break had to be controlled and the risk of falling into the hands of a slip sneaking within a yard of the bat had to be avoided.

The weather was delightful on the first day, but on Tuesday very close and hot, caused by the brewing of a storm. The attendance of spectators was of course very great each day. The scores are given below—also the analysis of bowling.

NORTH.

1ST INNINGS.		2ND INNINGS.	
Capt. Hancock, c Coddington, b Bell.....	0	c Young, b Bell...	8
C. F. Fuller, l b w Edwardes	0	b Kennedy.....	3
C. G. Cookson, c Hills, b Kennedy	3	run out	28
J. C. Pottinger, st Young, b Bell	17	b Kennedy.....	15
J. M. Hunter, st Young, c Bell	0	b Bell	1
Capt. Marshall, st Young, b Bell	3	b Bell	5
C. Oliver, c Bell, b Bell	11	b Kennedy.....	0
A. W. Crawley-Boevey, not out	30	not out	24
A. Dalzell, c Kennedy, b Bell	0	b Kennedy.....	8
W. Proudfoot, l b w Bell	7	b Kennedy.....	0
C. B. Pritchard, b Kennedy	8	l b w Bell	11
Extras.....	8	.....	4
	117		116

ANALYSIS OF BOWLING.

	Balls.	Runs.	Maidens.	Wickets.	Wides.	Balls.	Runs.	Maidens.	Wickets.	Wides.
Edwardes	40	14	2	1	1					
Kennedy	100	41	4	2	1	135	52	8	5	0
Bell	105	51	4	7	2	130	60	3	4	2
Singleton	45	3	6	0	1					

SOUTH.

1ST INNINGS.

C. Bell, run out	28
Major Hills, b Proudfoot	16
Captain Marshall, c Pritchard, b Proudfoot	3
W. Kemp, b Dalzell	15
Captain Coddington, b Crawley-Boevey	77
A. W. Buckland, c Pottinger, b Dalzell	0
Captain Singleton, b Dalzell	0
N. R. Stewart, l w b Dalzell	33
Lieut.-Colonel Edwardes, not out	56
F. B. Young, c Oliver, b Boevey	37
W. P. Kennedy, b Pottinger	13
Extras.....	30
	305

ANALYSIS OF BOWLING.

	Balls.	Runs.	Maidens.	Wickets.	Wides.
Proudfoot.....	110	56	5	2	2
Boevey	150	68	5	2	0
Dalzell	154	51	5	4	14
Fuller.....	160	64	6	0	3

THE PRODUCTION OF THE "COLLEEN BAWN."

BOUCICAULT'S Irish Drama, the Colleen Bawn, which Mr. Lewis placed on the stage on Saturday night, was in every way a complete success,—the acting of one and all of the *personæ* was good, the scenery and machinery surpassed anything ever seen in Bombay, and the singing, especially that of Mr. Taylor, was excellent. As regards the audience the pit and gallery were crowded, but the so-called "Dress Circle," in which, by the way, we saw many a Briton assert his liberty and independence by wearing a shabby jacket, was not so well filled as it ought to have been. The heroine of the play, "The Colleen Bawn," was fitly represented by that very sprightly little lady Miss Julia Edouin, who, be it as the West Indian heiress, or better still as "Lazybones" in "School," always reaps much and well deserved applause. But one word, for her ear only. Let her amend her shriek when piling up the agony, by trying instead of B flat a less discordant key, and she will earn the gratitude of an already fascinated public. Carry George was, in dress, manner, and acting the very *beau ideal* of Erin's handsome daughters. Hardress Cregan (Mr. Leonard) was gentlemanly in demeanour. Mr. Anderson, for whom was cast the part of "Father Tom," drank and enjoyed the "potheen" with as much gusto as did the saintly monks of old. Mr. Corrigan presented us with a very lifelike picture of so extremely undesirable a personage as an Irish attorney. Mr. Taylor acted, as he sang, in first-rate style, and the applauses given to him almost brought down the house. Mrs. Taylor acted her best. Of the two Irishmen *par excellence*—viz.: Mr. Herbert as *Danny Mann* and Mr. Mansergh as Myles na-Copalleen, we must speak in high terms. We have already spoken of the splendid and very effective scenery, and it is not too much to say that Herr Freiberger did wonders, considering how scanty are the accommodation and means at his disposal for anything of the kind. "School" will be reproduced to-morrow night, and, from what we have heard, the "dress circle" will, at all events, be filled.

A NOVEL and very serviceable door fastening has been contrived in Berlin. It consists of electro-magnetic machinery for bolting the office doors from the manager's or cashier's desk, a knob being fastened to the desk or counter, by pressure on which the electric current is made to push a heavy bolt across the doors. The effect is instantaneous. The short period employed by a thief or forger in gaining the door, in some cases suffices for his detention and his escape might be effectually cut off. The machinery has been constructed to the order of a large banking firm in Berlin, in whose office it is now in use, though there has been no occasion as yet to its powers otherwise than experimentally; but, when so tried, it has invariably given entire satisfaction.

CLEVER CAPTURE OF A NATIVE BURGLAR.

YESTERDAY morning, at two o'clock, when Inspector Page was going his rounds at Colaba, a sepoy informed him that a robbery had been committed in Lieut.-Col. Macgowan's bungalow, Middle Colaba. He proceeded to the house, which juts upon the beach, and found that the burglar had got access to the bedroom by the upper portion of a door which had been left open, as the night was hot. After the robbery, the burglar must have gone out to the beach, and walked towards Upper Colaba, his footsteps in that direction being visible on the sands. Mr. Page therefore put a line of sepoys across Middle Colaba from beach to beach and gave them orders to stop any suspicious looking person going towards the Fort. Shortly after five o'clock, a fellow was observed sneaking up the road with a bundle, and he was stopped and searched, when the missing property, consisting of a highly-prized gold watch and chain, a box of silver spoons, and odds and ends, was found in his possession. Of course he was marched off to prison, to which, however, he is not a stranger, being a notorious thief who was liberated only a week ago from Tanna jail.

AN AGITATION AT MHOW.

OUR correspondent, writing from Mhow on the 6th inst., says—There is immense commotion among the Borahs of Mhow just now, this community being unfortunately divided into two parties, one strenuously condemning certain proceedings of their "Moolla" (High Priest), and the other as stoutly upholding them. The Moolla has been ordered by his superior at Surat to leave Mhow, but he refuses to do so. The matter threatens to be serious,—in so far at least as high words and gesticulation go.

HIGH COURT.—APPELLATE SIDE.

(Before the Hon. Mr. Justice GIBBS and the Hon. Mr. Justice KEMBALL.)

AN OVERTURN OF JUDGMENT.

KOOBER THOBAN ITCHHA ALIAS ISHWAR THOBAN, of the Ahmedabad district (Original defendant,) appellant, *vs.* MADHAVDAS LIMJI AND OTHERS, of the Ahmedabad district, (Original plaintiffs,) respondents.

SPECIAL Appeal against the decision of the Assistant Judge of Ahmedabad in Appeal No. 11 of 1871. The High Court gave the following decision:—This is a very extraordinary Judgment of the Assistant Judge. He finds (1) no letting; (2) no proof of plaintiffs' shaving exercised any proprietary right for 30 years previous to the suit being filed; (3) that there is nothing to prove that plaintiffs hold under Murlidhar, or are in any way connected with him; but (4) he finds that defendants were tenants of some one and as they set up a sale by plaintiffs to them of the land therefore they must have been the tenants of pla

Meer Akbar Alee Khan Bahadur's names	b w g	...	Daddingstone.
	br e h	...	Blackwood.
Mr. George's ...	ch w g	...	Fireman by Obscurity.
" " ...	b w colt	...	Programme.
Mr. Graham's ...	ro w g	...	Warrior.
2nd September.			
Merry Confederates'	br e g	...	Clonmell late Call.

THE ARAB DERBY.

Mr. S.'s	c a h	...	Star of India.
Mr. Pilgrims' ...	ch c b colt	...	Beggar boy.
Merry Confederacy's	g a colt	...	Kildare.
" "	b a colt	...	Tyrone.
Meer Akbar Alee Khan Bahadur's ...	b a h	...	St. Andrew.
Major Lindsay's...	b a h	...	Chieftain.
2nd September.			
Mr. Phillips' ...	b a colt	...	Metier.
Capt. Phillips ...	g a h	...	Mintmaster.
" " ...	b a h	...	Young Towler.
Major Bayley's ...	b a h	...	The Peer.

THE GALLOWAY PLATE.

Capt. Syed Alee Reza's...	g a h	...	Wreck.
Meer Akbar Alee Khan Bahadur's ...	b a h	...	Newmarket.
" " names	b a h	...	Sweet Briar.
2nd September.			
Merry Confederates'	ch w m	...	Chiquita.

A. H. HOPE, Colonel,
Honorary Secretary, Hyderabad Races.

THE INDIAN STATE RAILWAYS.

[Continued from Saturday's "*Bombay Gazette.*"]

67. One of the most difficult engineering questions on the State Railways is the manner of dealing with those large rivers which must be crossed by the railway, especially those of the Punjab.

These rivers, though almost empty in the dry season, swell up to enormous volume in times of flood; their bed is often on higher ground than the surrounding country, and they are apt to change their course and wander from it, sometimes to a distance of several miles.

There are no materials at hand to resist the action of such enormous volumes of water; the banks, bed, and surrounding country are formed of nothing but silt and sand of the lightest description which frequently degenerates into a quicksand in flood time.

There is no foundation within practicable depths, the direct scour reaches to a depth of 40 feet, or more below the bed of the river, and the influence of the water extends to still greater depths.

The Chenab, which is the largest of these rivers, is nearly two miles in width.

68. I was averse to the adoption of single well piers for bridges of this character, and proposed two wells placed apart and braced together above low water line with iron work, (see Pros. S.R., No. 28, November 1871); but a Commission appointed to report on the question recommended the adoption of three wells, 12½ feet diameter, to be carried 60 or 70 feet below the bed of the river. (See Pros., S.R., 47 and 49, Nov. 1871.) The Commission also considered that nothing but flooring throughout could render the piers *absolutely* safe, but the expense of such a flooring is so great as to be almost prohibitory; and as a depth of 65 or 70 feet is so far removed from scour as to be *practically* safe, the expense of flooring is too high an insurance to pay for *absolute* safety.

69. In addition to the bridge works themselves, the protective works on these rivers must necessarily be very extensive. They consist of embankments protected by tree spurs, piling, or cribwork filled with stone and planted with grass and shrubs. These protective works extend several miles above the bridge work; and though they are very necessary for preventing the changes in the river, no reasonable expense can render them so strong that they will not be liable to be outflanked and destroyed, and they will require the utmost watchfulness and energy to prevent this.

In the Chenab, the protective works have hitherto been very successful, and the channels of that river have been directed as required, but it is difficult to anticipate what may be the effect of future changes of current above these works.

A most important adjunct to the protective works will be a permanent but partial flooring of the bridge at each extremity, so formed as to throw the main scour away from the abutment; this will not only give additional security to the abutment, but will aid the protective works by leading the direction of the scour which they *direct*. The planting of the space between the railway embankment and the protective works will be desirable, so as to cause dead water, as far as practicable, in the event of a breach in the protective works.

70. The following is a list of some of the largest bridges on the State Railways:

	No of spans.	Centre of piers apart.	Total length.
		Feet.	Feet.
Agra—Jumna	16	142	2,272
Ravee	33	97·5	3,217
Jhelum	50	97·5	4,875
Chenab	64	142	9,088
Sutlej	39	142	5,573
Nerbudda	13	197	2,560
Total... ...	...	...	27,550

In addition to these there will be the bridge over the Indus at Khoree, one span of which will be about 600 feet in the clear; the Indus will probably be crossed at Attock, but, until the surveys now in hand have been completed, it will not be possible to determine the mode of crossing.

71. On the Ravee and Chenab the well-sinking for the piers has been very successful, a large number of piers having been sunk to depths of 60 and 70 feet below low water level during past cold season. The wells have been sunk chiefly by the agency of Bull's dredger, which appears to have superseded the use of the sand pump.

There are three wells 12 feet 6 inches diameter in each pier; they have been spaced two feet apart to allow for any draw in sinking, and they have been so carefully sunk that there has been scarcely any appreciable deviation from the vertical line.

In the boulder stratum of the Jhelum the dredger is useless, and the action of the sand pump very slow, though it has brought up large stones of upwards of 23 lbs. weight an endeavour was made, and with some success, to sink the wells by pumping them nearly dry and getting out the materials by hand; but I have thought that more satisfactory progress can be effected by means of divers in diving dresses, and experiments with the view of testing this method of sinking have been attended with good results, so that I have every reason to believe that the use of divers will accelerate the progress of these piers.

72. Another problem connected with the State Railways has been the mode of treating the spill water of the Indus near Khoree.

The bed of that river, like most of the rivers in Northern India, is on the highest portion of the country, and for many miles the flood water which overflows the banks never returns to the Indus, but is either absorbed in the desert, or passes down the old bed of the Eastern Narra which tends towards the Run of Cutch; but the flood water in the Narra, however large in volume at first, seldom reaches the sea, but is gradually absorbed in its progress.

Colonel O'Connell, who was deputed by Government to report on this question, calculated the quantity of flood water passing the railway at 4,15,000 cubic feet per second, and recommended a provision of 70,000 superficial feet of water-way. There is, however, some uncertainty in the only data available for his calculations, and I have recommended that embankments should be thrown up on the high land, and that the ends of these embankments, where there are natural depression, shall be protected with groins and spurs of brushwood in such a manner as to define the channels and afford more definite data for determining the mode of dealing with these floods; this has been done, and valuable information will probably be obtained during the next season of flood. (See Pros., S. R., Nos. 72-75, September 1871.)

Mr. Brunton originally proposed that the railway should be taken along the edge of the desert so as to avoid the floods; but this course, which would take the line away from the cultivated portions of the country, would only, to a small extent, avoid the difficulty, as the water-way would have to be nearly as large in the one case as in the other.

73. The types of girders adopted for narrow guage railways are as follows:—

Clear Span in		Rolling Load.	
Metres.	Feet and inches approximately.	Kilos.	Tons approximately.
2	6-6½	13 200	13
3	9-10	19,800	19½
4	13-1½	26,400	26
6	19-8½	39,600	39½
12	39-4½	39,600	39
18	59-1	55,500	54½
25	82-0	69,500	68
39	98-5	79 500	78
40	131-3	99,500	97½

The spans from two to twelve metres will be either rolled beams or plate girders, but above those spans they will be lattice or open work.

The bridges of small span are not intended to have hand rails, but when there are a continuous series in a viaduct provision should be made for taking off a trolly at every 150 yards.

74. As a rule, the culverts should have a cushion of at least two feet of earth between the formation and the crown of the arch; but this rule, carried out with too great strictness, has led to objectionable practice, for, on some cases where the head-way has been insufficient to give the prescribed cushion, openings with flat tops have been substituted for culverts, and the brick-work in direct contact with the beam is more likely to be shaken than the masonry of a culvert in which the prescribed depth of cushion has not been given.

75. The section of tunnel I have adopted as a type is formed with a sharp radius at the top, running into flatter radii at the sides, so as to afford a good support to the top in unlined tunnel, and to throw the water off the masonry in lined tunnels. There should be man-holes, 50 metres apart, in all tunnels of greater length than 200 metres.

76. In consideration of the restricted speed on the State Railways, it has been decided to adopt fencing only in the vicinity of towns or important level crossings; it may, however, be found necessary to use it to a greater extent than is at present anticipated, especially in any districts liable to partial inundation, as the cattle are apt to take refuge and sleep on the embankment (which is higher, and, consequently, more dry than the adjacent country,) and thus be a cause of danger to night trains. I have suggested the adoption of the American expedient of a very powerful head lamp on the engine, to throw a strong light ahead of the engine, and enable the driver to see an obstacle in time to stop the train.

Where fencing is found to be necessary, a two strand wire fencing on a raised earthen mound will be the best in all respects.

77. The level crossings, with the exception of gates which close across the railway in important positions, need not be lighted at night. Balanced bars will for the most part be used for unimportant level crossings.

78. I think it undesirable to dispense with signals even though the speed is restricted, because the heat of India makes night trains more necessary than in other countries, and it is very desirable to protect any train on shunting outside the points of a station. I prefer for this country the ordinary Semaphore signal with teak posts, the base of which should be built in brick-work or masonry.

I think it undesirable to lay down any strict rule for the length of the distant signals from the points, as much will depend upon the character of the approaching gradient and the distance from which the signal may be visible.

79. The stations should at first be as inexpensive as possible, and in their extension keep pace with the gradual development of the traffic, the system of unit of one form and size is well suited to such development.

The watering stations must necessarily be nearer together on the State Railways, as the engines will be small; and if properly designed to take large trains at slow speed, the consumption of water will be much greater in proportion to the mileage than if light trains and high speeds were employed.

80. The engine stations will, for the same reason, be near together, and it is proposed to place them about 70 or 80 miles apart.

81. The "unit" tank is capable of containing a supply equivalent to about two tenders full, and can be used separately or in numbers according to the required supply.

I propose to have a water-supply at every station, but at alternate ends of the stations, so that at *every other* station the engine, whilst standing at the head of the train, may take water, and, in an emergency, will be able to obtain it at *every* station. Pumps and pumping engines at outstations are very apt to break down or require repair; I prefer, therefore, the use of the self-tipping mot for all stations in which the requirements are not so large as to necessitate the use of an engine.

82. In July last I prepared a preliminary indent for 800 miles of permanent way and the necessary station fittings, rolling stock, and stone, together with some of the most useful types of girders, so as not to be behindhand with English materials. I regret, however, to hear that the state of the iron market in England is such that little has been done towards the execution of this indent, and but little hope is held out that the supply will at all equal our requirements. I fear that this will cause serious embarrassment by complications with contractors, by increased cost of construction, and by delay in opening out for traffic; indeed, unless the permanent way is supplied promptly, the other articles in the indent, excepting girders, will be useless. I have been doing my utmost to urge the Engineers to expedition, and I trusted that a large portion of railway would be ready for traffic next year; but the non-arrival of the permanent way will neutralize all efforts for progress. On the Indus Valley I had hoped to have had 200 miles of permanent way during this year, and had made arrangements for pushing the work at several parts at once, by laying in temporary railways from the landing ghats on the river, but the latest advices show that it is doubtful whether sufficient rails will be received even for the purposes of well-sinking on the Sutlej bridge.

83. A depot for the receipt and despatch of English materials has been established at Calcutta, but at present there are no depots for Bombay and Kurrachee; the stores as they arrive at Bombay are cleared and landed by the Port Trust, and handed by them to the Great Indian Peninsula Railway for transmission to Kundwah. This arrangement is carried out under the supervision of the Consulting Engineer for Railways at Bombay, and it will answer very well so long as the Holkar State Railway is the only narrow gauge line, for which supplies arrive at that port; but should there be several railways under construction, it will be necessary to establish a separate depot at Bombay.

At Kurrachee arrangements are in train for the landing and transport of English materials through the agency of the Scinde Railway and Indus Flotilla Company.

84. It is desirable that articles sent out from England should be debited to a suspense account on behalf of the State Railways generally, and allotted to the particular railway to which they may ultimately be sent. Any article that can be sent direct to a railway should be so sent, but it will be obviously necessary to detain many things at the depot until required. This plan will allow of a much smaller reserve of stores, than if a separate reserve were kept for such railway, and the adoption of an uniform system of types on all railways will facilitate such an arrangement.

The stores accounts are at present kept by the Accountant-General's Department. Great care should be taken that stores shall not be lost sight of when once issued, and those which are absorbed in the construction of the railway should be separated from other stores.

85. I strongly recommend the system of *yearly* stock taking by independent parties on all the State Railways.

86. The engines sent out for the State Railways are tank engines, about 16½ tons weight, in working order, with outside cylinders 10 inches diameter and 18 inches stroke, and 3 feet 6 inches driving wheels coupled to the trailing wheels, the leading wheels are 2 feet 3 inches diameter. The total wheel base is 10 feet, the tank contains 400 gallons, and there are 50 cubic feet of space for fuel.

87. I believe that these will be found too cramped in space for the driver and too restricted in fuel and water for general use in India, especially where firewood is used, and that they will be too limited in power for the majority of our mixed trains, but a few will be useful in short runs or in terminal stations as shunting engines. I think that tender engines must eventually be adopted. I had proposed small four and six-wheeled engines of 12 and 18 tons weight, respectively, designed for slow speed and large tractive power (see Proceedings S. R., No. 52, November 1871); but General Strachey is of opinion that as the four-wheeled engine is extinct on English railways, any change that does not seem essential for the satisfactory carrying out the main and fundamental idea of the narrow gauge should be discountenanced, if it seems to be opposed to the results of experience. To this principle I give my hearty adhesion; and though I consider that there is no parallelism between the results of express speed of 60 miles per hour and the restricted speed of 15 miles per hour, and though I am strongly of opinion that the engines I proposed will be the most suitable to the requirements of the Indian State Railways, I am unwilling to force my individual opinion against the results of experience, even though it be high speed experience. I have, therefore, suggested that the type of locomotive I proposed shall be made, but that provision shall also be made for an additional pair of light trailing wheels, which can be added as steadying wheels. Two engines may thus be tried by comparison—one with these wheels, and one without; and if the third pair of wheels should prove to be advantageous, it can be added in a few hours, if otherwise it may be dispensed with.

Meanwhile, an engine has been designed in England to remedy the objections I urged against the tank engine; this will be a tender engine with a rigid framing, connecting engine and tender, the tender being supported on a sliding bogie. This plan will, I think, obviate most of the objections I raised to the tank engine, and will be far preferable to it; but, on the whole, I should prefer a separate engine and tender. It will, however, be advantageous at first to have some of both types, and to regulate future orders for engines on experience based on their trial.

88. The length of train and number of loaded vehicles taken by the different locomotives on different gradients is approximately shown in the following table.

The "tank engine" is that which has been sent out. The "heavy" and "light"* engines are the tender engines proposed by me for adoption.

Gradient	Tank Engine.		Light.*		Heavy.	
1 in.	Number of vehicles	Length of train.	Number of vehicles	Length of train.	Number of vehicles	Length of train.
		Feet.		Feet.		Feet.
300	19	4	31	650	44	912
100	11	240	19	410	27	572
40	5	120	9	210	13	292
20	4	100	7	170	10	232

89. The waggon stock will be 14 feet in length outside, or about 17 feet over buffers, 6 feet 6½ inches wide outside, wheel base 7 feet 10½ inches, wheels 2 feet diameter; buffers, central, about 22 inches above rail level. The covered waggons are 6 feet high inside.

90. The covering of the waggons is of iron, and I think this judicious, because the ordinary covering of canvas decays quickly and is costly in maintenance. The decay is not readily distinguishable, and when the rains come on, valuable goods are apt to be damaged.

91. The system of central buffers is a great improvement on the ordinary double buffers; but I think the coupling requires some alteration to take out the slack, which is always detrimental to rolling stock.

92. The doors of the covered goods waggons are hinged in three; this gives some advantage in loading, but on the whole I prefer a single sliding door for simplicity.

93. The sheeting of waggons and the proportion of covered to open waggons requires consideration. The sheeting is more expensive in maintenance and more exposed to fire, whilst, on the other hand, the covered waggons are more expensive in first cost and heavier in haulage.

I do not know of any sheeting that is entirely satisfactory, i.e., water-proof, fire-proof, and durable. On some of the Indian railways undressed canvas is used for sheeting, and waggons so sheeted are placed, as far as possible, away from the engines.

94. The carriage stock will be about 6 feet 6½ inches wide outside, 18 feet long inside, or about 21 feet 3 inches over the buffers, the height inside 6 feet 2 inches at the sides and 6 feet 6½ inches in the centres; the floor line about 2 feet 6 inches about the level of the rails.

The wheels are 2 feet diameter with 9 feet 10 inches wheel base. The seats are transverse on the English system. I should have preferred rather a smaller carriage with a shorter wheel base, in fact, an under-frame uniform with

* The load is calculated for cylinders 11½" diameter instead of 11" as originally proposed.

JAIL DISCIPLINE.

TO THE EDITOR OF THE "INDIAN DAILY NEWS."

SIR,—Another death, I hear, has occurred in the Presidency Jail at the tread-mill: in this instance a European sailor is represented to have been the *victim*, and as particulars have not been published, I am led to conclude that your reporter has either been napping or that no notice was given him of the convening of a Coroner's jury.

Can you inform me at whose suggestion, and with whose concurrence, that infernal machine—the idol Juggernauth of the Presidency Jail, known as the tread-mill—was set up, and how many limbs have been broken and valuable lives sacrificed as its shrine?

I had always understood that Her Majesty's penitentiaries were applied to the *reclamation* of prisoners, and not to serve the purposes of an *abattoir*!—Yours, &c.,

HUMANITAS.

EARL RUSSELL ON HOME RULE.

(*Dublin Evening Post*, Aug. 10.)

If Earl Russell were anxious to see four "hostile camps" in Ireland he could not, as it appears to us, suggest a plan more likely to lead to that end. When broaching the topic at all, why did not the author of the pronouncement, that "every people had a right to choose their own governors," make a clean breast of it and "go in" for a Parliament in the Irish metropolis? On the score of economy alone, it would be a suggestion more probable to meet the views of Irishmen, and there is likewise the consideration that the expense of the erection of a house proper for the purpose would be saved, as the "Old House" would be quiet suitable. We are promised a pamphlet from Earl Russell next winter, in which he is to explain the course which he thinks should be taken, "to the satisfaction of the nation at large," and who knows but that the author of the Ecclesiastical Titles Act may join the "new Home Rule Association" that Mr. King-Harman is so anxious to have established. The move, we admit, would be a strange one, but that is no reason why it should not be made by Earl Russell, of all men that we know of.

(*Northern Star and Ulster Observer*—Belfast, Aug. 13.) We think the extreme subdivision of legislative duties proposed by Lord Russell for Ireland would be unnecessary, and by keeping distinct the provinces already sufficiently distinguished by history and variety of sentiment, would be without the harmonising influence of a central Parliament. The real interests of the provinces in no way conflict, and they are not so numerous as that they could not receive a sufficient degree of attention from a single assembly of representatives. One of the collateral effects, and one even more important than the enactment of laws, would be the creation of a greater unity of Irish feeling by the erection of a national standard of dignity and power, round which the universal sentiment of the country might rally. Perhaps Lord Russell does not contemplate the promotion of union among Irishmen in his scheme for the benefit of Ireland, and perhaps does not think that, for the Imperial (*i. e.*, English) interests, which, in his own way, he has always been trying to advance, too great a union would be desirable. His proposal, however, is an acknowledgment of the inefficiency of the Imperial Parliament, and a concession to the cause of Home Rule, that even the most bigoted Imperialist cannot say was made with a view of "dismembering the Empire." Similar but most liberal views were put forward some years ago by Professor Goldwin Smith, one of the few Englishmen whom geography and justice have taught that Ireland is not an English country; but in the political fears and excitements of the time they were little regarded. The details of Lord Russell's proposal we think by no means sufficient to satisfy the legitimate requirements of the Irish people; but coming at a time when the question of Home Rule has arrested the attention of England no less than Ireland, and accompanied by a confession of the inefficiency of the Imperial Parliament, and therefore a confession of the failure of the Union, his statement is of greater importance than if made at another time by a more important man.

An Austrian periodical has made the following calculation:—The English language is spoken thoughout the world by 90 millions of people, German by 75 millions, Spanish by 55, French by 45, and Italian by 40.

We read in the *Anglo-Brazilian Times* that at the Madre de Dios plantation on the bank of the Carnajipo, a naturalist saw a Sumauma tree whose trunk ten men with out-stretched arms could not embrace, and under whose wide-spreading top, reaching 80 feet above the ground, 2,000 persons could stand with ease. This would be the sort of tree for our Indian fuel reserves.

Editing in the Bush.—We extract the following dedicate *morceau* from the *Gulgong Guardian*, an Australian paper, which shows the nature of the work an editor in the bush has to perform:—

We have received one letter from a biped, signging himself "Beware," threatening us with a good hammering for daring to say that Commissioner Browne's decision of the 15th May was a lawful one. If this skunk will just call at our office any time after 9 A. M., we will try to show him that we have not yet forgotten the lessons of our old teacher, Harry Sellars, in the noble art and after that explain to him that the *Guardian* counts no man's favour and we are not to be deterred by such blackguardism from expressing our honest conviction on any subject.

THE FOLLOWING
IS AN
EXTRACT FROM A LETTER
dated 15th May, 1872, from an old inhabitant of Horning-ham, near Warminster, Wilts:—

"I must also beg to say that your Pills are an excellent Medicine for me, and certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

Remaining, Gentlemen, yours very respectfully,
To the Proprietors of L.S.
NORTON'S CAMOMILE PILLS, London."

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,
The Patentees and Sole Manufacturers of the well-known Paten Wrought Nails, commonly known as
"EWBANK'S NAILS,"
desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above, must not be confounded with
"EWBANK'S NAILS,"
the quality of which is so well appreciated as being far superior to that of any other make.

Dog Works:—NEWPORT, MONMOUTHSHIRE, ENGLAND.

C A U T I O N.

STEEDMAN'S SOOTHING POWDERS,
for Children cutting their Teeth. Purchasers are requested to
BEWARE OF IMITATIONS
of this Medicine, and to observe, in every case, that the works "JOHN STEEDMAN, CHEMIST, WALWORTH, SURREY," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggits in Bombay, in Packets.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

C A U T I O N.

BETTS'S PATENT CAPSULES.

The Public are respectfully cautioned that BETTS'S Patent Capsules are being infringed.

BETTS'S name is upon every Capsule he makes for the leading Merchants at Home and Abroad,
and he is the ONLY INVENTOR and SOLE MAKER in the United Kingdom.
Manufactories:—1, Wharf-road, City-road, London, and Bordeaux, France.

BANKS.

ORIENTAL BANK CORPORATION.
Incorporated by Royal Charter.

The Current Rates of EXCHANGE are:—

	Per Rupee.
On London at 6 months' sight	1s. 11 5/16d. do.
" 3 do.	1s. 11 1/16d. do.
" 1 do.	1s. 10 15/16d. do.
" on demand	1s. 10 13/16d. do.
On Scotland and Ireland, demand	1s. 10 13/16d. do.
On Paris demand	1s. 10 12/16d. do.
On Circular Notes payable in Egypt, Syria, the Continent of Europe, America, &c.	1s. 10 3/4d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.

All Treasury Drafts, Hoondees and other orders for realization, to be endorsed "Pay the Oriental Bank Corporation, or order."

Any information as to rules of business may be had on application at the Office, or by letter to the Agent.

Bombay, 4th September 1872.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE:
PARIS.
SUBSCRIBED and PAID-UP CAPITAL £3,200,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS:
THE UNION BANK OF LONDON.

CURRENT ACCOUNTS.
INTEREST is allowed at TWO PER CENT. on daily balances.

DEPOSIT ACCOUNTS.
Interest at 5 per cent. allowed on Deposit subject to 12 months' notice of withdrawal.
INTEREST at THREE PER CENT. allowed on money placed in Deposit at seven days' notice.
INTEREST at FOUR PER CENT., subject to six months' notice of WITHDRAWAL.
LOANS granted on French Rente and other approved Securities.
All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, IN ORDER."
HENRI LUVAL, Acting Manager.
14, Rampart Row, Bombay, 31st [illegible] 1872.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

HATTON COURT, THREADNEEDLE STREET, LONDON.
INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL—£800,000.

COURT OF DIRECTORS.—1872-73.
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Heart Labelled, pure, soft and delicate, per doz..27	0	30 0
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OLD BRANDY; a sound wholesome spirit.....18	0	21 0

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Niersteiner ..... Rs.	20 per dozen.
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Johannisberger	30 do.
Steinberger	36 do.
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Styrian Champagne in 1 dozen case	30 do.
Pint in 2 do.	16 do.
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Pint in 2 do.	17 do.
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Pints in 2 do.	10 do.
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EWART, LATHAM & Co.
Bombay, 30th July 1872.

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TO BE LET, at Clare Road, Byculla, BUNGALOW, No. 5, suitable for a family, in good condition.—Apply to RUSTOMJEE HORMUSJEE PESTONJEE BOTTLEWALLA, No. 90, Borah Bazaar Street, Fort.

TO LET.
1. COMMODIOUS upper-storied House on the Breach Candy Road, suitable for a large family.
2. A large House in Military Square, Fort.
3. A Bungalow on Mount Road on the property called "Unjeer Baugh."
4. Upper-storied Premises on the Breach Candy Road, lately in the occupation of Mr. Harry Hibbert. Apply to
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1. A SPACIOUS two-storied House at the corner of Church Gate Street, opposite the Cathedral, and adjoining the "Times of India" Office.
2. Several apartments fit for dwellings in Tod Street, Fort.
3. Two Bungalows at Colaba.
4. A Spacious Godown in Church Lane, Fort.
5. For the next October season, a large furnished Bungalow at Matheran, situated on the best site and commanding an excellent View.
6. Several Apartments in Church Lane, Fort.
7. Airy Premises, fit for Office or Dwelling-house, in Hornby Row. Apply to
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Bombay, June 24, 1872.

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